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SATURDAY, OCTOBER 20, 1928. 日八初月九

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CHINESE ATTACKS ON NEW I.G.

MR. EDWARDS' REPLY TO ACCUSATIONS.

SUPPORTS TARIFF AUTONOMY ASPIRATIONS.

NEW POST ACCEPTED.

Shanghai, Oct. 20.

Chinese newspapers in Shanghai and elsewhere have thundered editorially at the appointment of Mr. A. H. F. Edwards as Official Inspector-General of the Maritime Customs, but Mr. Edwards, in an interview with the N. C. Daily News published this morning, stated that he has officially accepted the appointment.

In his confirmed capacity, Mr. Edwards will pay his first official visit to Nanking on Monday.

Chinese Allegations.

Animadverting certain allegations in the vernacular papers, which have been agitating for the appointment of Mr. F. W. Mase, now the Deputy Inspector-General, Mr. Edwards remarked that when he heard of the proposed demonstration in Canton against Shamen on June 23rd, 1925, realising the tenaciousness of the atmosphere, he urged the Chinese Superintendent to arrange either that the demonstration did not pass the Customs House, or that the Customs House should be closed during the procession.

He found that the Superintendent was not agreeable to either course, and therefore, he closed the Customs House on his own responsibility with the full approval of the Inspector-General, Sir Francis Aglen.

"Fully Justified."

"The regrettable incident which followed, proved that my action was fully justified as none of the Customs staffs were involved in the incident."

The incident referred to is, of course, the terrible Shamen affair of 1925, when shooting occurred between the Chinese demonstrators and the defenders of Shamen. Mr. Edwards was himself wounded during the affair. At that time he was Commissioner of Customs at Canton.

Mr. Edwards to-day also refuted the allegation that he ever closed the port of Canton, pointing out that this incident occurred eight months after his departure.

The Real Facts.

The closing of the port was due to a quarrel between Col. Hayley Bell, the new Commissioner, and strike pickets, who were illegally seizing goods from the Customs. It was re-opened on instructions from Mr. T. V. Soong that the Strike Committee should surrender all confiscated cargoes to the Customs House. The action was fully justified by the circumstances prevailing.

His alleged opposition to the Nationalist Government, Mr. Edwards described as all accusation without foundation and baseless, pointing out that the Customs Service is a national organisation functioning for the financial credit of China as a whole. There could be no question of any member of the Customs giving any assistance to one factional Government against another.

Supports Tariff Aspirations.

The allegation that he had done his best to hinder the aspirations of the Nationalist Government to tariff autonomy, Mr. Edwards described as equally without foundation.

"I have long realised," he said, "that in order to restore China's financial credit and to assist in the formation of a stable government it is essential that the Customs revenue should be increased."

Mr. Edwards added: "It is well known that I have continued to make suggestions towards the attainment of tariff autonomy by gradual stages, which will restore China's financial credit without endangering the volume of trade."

SUCCEEDS GENERAL LUARD.

MAJOR GEN. SANDILANDS IS APPOINTED.

MUCH ACTIVE SERVICE.

It is announced in a Reuter's telegram to hand this morning that Major General J. W. Sandilands, C. C., C.M.G., D.S.O., has been appointed General Officer Commanding, South China Command, in succession to Major General C. C. Luard, C.B., M.G.

Major General James Walter Sandilands, who belongs to the 2nd Cameron Highlanders, has been Military Attaché at The Hague since 1924 and at Berlin since 1927. Since 1924 and at Berlin since 1927. Since 1924 and at Berlin since 1927. Since 1924 and at Berlin since 1927.

The new G.O.C. has considerable active service to his credit. He served in the Sudan campaign of 1898 (Khedive's medal and two clasps); at Aden; at Khartoum (Queen's medal and Despatches); and in the South African War, winning the Queen's medal and five clasps for service in Cape Colony, Johannesburg, Diamond Hill and South Africa. He was dangerously wounded at Noidgedacht, being mentioned twice in despatches and given the D.S.O. decoration.

In the European War, Major General Sandilands was mentioned in despatches again and awarded the C.M.G. and C.B. decorations. From 1905 to 1909 he was on the General Staff of the Western Command, was at the Staff College in 1909 and 1910, and commanded an Infantry Brigade from 1916 to 1924.

THE SALT GABELLE LOAN SCHEME.

GROUP BANKS STILL OPPOSE THE PROPOSALS.

DIPLOMATIC MEETING.

Peking, Oct. 20.

It is learned that the Ministers of the interested Powers are meeting to-morrow to discuss the salt situation, which is still giving rise to anxiety.

The Nanking Government recently announced a scheme under which all salt producing districts are required to make monthly contributions from its receipt, in accordance with a special quota laid down, to make up a total sum annually of \$10,000,000 from all, which it is said will be sufficient to pay for all loans secured on the salt revenue, with the exception of the Reorganisation Loan.

The districts' quotas were ordered to be paid into banks designated by the Minister of Finance.

It is understood that the heads of the Group Banks are still strenuously opposing the Nationalist Government proposals regarding Loans secured on the Salt Gabelle.

AN ASSASSINATION ATTEMPT.

ON YOUNG MANCHURIAN LEADER.

Shanghai, Oct. 19.

The Nationalist General Yi Yean, who visited Fengtien recently, arrived in Nanking yesterday and stated that some few days ago while General Chang Hsueh-lai, the young leader of the Manchurian Government, was reviewing troops, an attempt was made to assassinate him. The alleged assassin was later arrested, and he is to be tried before a secret court.

NEW CHINESE BONDS.

BEING WELL TAKEN UP.

Shanghai, Oct. 19.

A Nanking message states that the issue by the Nationalist Government of the \$20,000,000 worth of Government Rehabilitation Treasury Bonds has met with a warm reception from Chinese merchants overseas and in China. Over half of the sum has already been subscribed.

GREAT FINANCIAL PROBLEM.

TOTAL OF GERMANY'S WAR LIABILITY.

PIERPONT MORGAN'S LUNCH WITH MR. CHURCHILL.

BOND ISSUE SCHEME.

Paris, Oct. 19.

Important conversations on the reparations problem took place in Paris to-day between Mr. Poincaré, Mr. Winston Churchill, and Mr. S. Parker Gilbert, the Agent-General for Reparations, the British Chancellor of the Exchequer making a sudden visit to France for this purpose.

An official British Foreign Office communiqué states that the conversation, which lasted for 80 minutes, turned on the latest phase of the reparations problem, and on the constitution of the Committee of financial experts, which the representatives of Great Britain, France, Germany, Italy, Belgium, and Japan agreed recently at Geneva should be set up with a view to a complete settlement of the problem.

Lunch With Pierpont Morgan.

An exchange of views will continue during the coming days between all the Governments concerned.

Subsequently, Mr. Winston Churchill had lunch with Mr. Parker Gilbert and Mr. Pierpont Morgan, the famous American banker. Mr. Pierpont Morgan's presence is regarded as most significant as the marking of the German debt largely depends on the United States.

It is understood that at the earlier meeting, the composition of the committee of financial experts was fully discussed. When appointed, it will endeavour to fix the total of the German liability, which under the Dawes Plan remains unspecified.

Huge Bond Issue.

The Committee's labour will thus be most arduous as they will have to tackle the problem of the issue of bonds in the world markets to cover the German indebtedness if it succeeds in assessing German liability.

In connection with the issue of German bonds, an interesting statement was recently made in New York, by leading financial experts.

However dubious Europeans may be concerning the possibility of disposing in the United States \$100,000,000 worth of German rail, road and industrial bonds, as part of the proposed general war debt settlement, leading New York bankers are very keen on the idea. What the Allied Powers and Germany, contemplate, it is understood, is the issue by the Reich, for sale in the world's markets for the benefit of the Allies, of 15,000,000 marks (\$300,000,000) worth of Dawes Plan 5 per cent. bonds, the proceeds of which would liquidate the war debts owed to the United States.

Approximately half these bonds, it is hoped, can be sold to American investors.

Reconstruction Issue.

Germany would issue an additional \$1,000,000,000 worth of bonds to France and Belgium for the reconstruction of the devastated areas.

These bonds will be held in the Treasuries of those countries, and will be redeemed by Germany with deliveries in kind.

The Powers would ask the United States whether she would accept cash in a lump sum in settlement of all war debts, instead of letting them run over 62 years according to the agreements made with all countries except France. If so, will she name the amount? It is believed in New York that Washington would be disposed to consider such a proposition, provided the Allies and Germany had settled between them for all time the question of reparations.

The idea that such a huge amount of securities as \$400,000,000 worth have to be taken by the American market seems to have let loose in Europe a flood of pessimism concerning its possibility.

Wall Street leaders, however, consider it quite feasible, if the

CIVIL SERVANTS' SALARIES.

APPOINTMENT OF COMMISSION ANNOUNCED.

TERMS OF REFERENCE.

The personnel of the Commission which is to enquire into salaries of Hongkong civil servants is announced in the Government Gazette.

The Commission, has been appointed by H. E. the Officer Administering the Government, "with the advice and consent of the Executive Council," and the Commissioners are:

His Honour Sir Henry Gollan.
The Hon. Sir Sheouan Chow.
Mr. Paul Laufer.

Sir Henry Gollan is to be the Chairman, and Mr. W. J. Carley the Secretary. Two Commissioners will form a quorum, and the Commissioners are instructed to report their findings and recommendations "as early as a date as possible."

The terms of reference are as follows:

(i) To consider and advise upon the adequacy of the salary scales of the officers employed by the Government of Hongkong.

(ii) To make recommendations concerning the currency basis on which the salaries of officers ordinarily recruited in England should

EXTRALITY RIGHTS IN CHINA.

Foreign Minister Demands Relinquishment.

NOTE TO TREATY POWERS.

Shanghai, Oct. 20.
It is reliably stated that Dr. C. T. Wang, the Nationalist Foreign Minister, has addressed a Note to all the Treaty Powers, demanding the immediate relinquishment of extraterritorial rights.

He quoted and paid when in the Colony and on leave.

(iii) To make recommendations regarding the principles on which acting pay, charge allowances and overtime allowances should be granted.

AMERICA'S RECORD.

PRES. COOLIDGE OUTLINES ACCOMPLISHMENTS.

Washington, Oct. 19.

A message from Frederickburg (Virginia) states that in dedicating a new National Park commemorating the bitter battles in Virginia during the Civil War, President Coolidge eulogised the results of the union of the North and South.

He said: "Our charities have been lavish in all parts of the world, our missionary efforts reach everywhere, our actions on behalf of limitation of naval armaments have been of the greatest benefit to all mankind, and our influence in negotiating the recent Peace Treaty has raised the greatest barrier ever created against war."

PARIS BUILDING DISASTER.

EIGHT BODIES SO FAR RECOVERED.

London, Oct. 19.

So far, eight bodies, of which two cannot be identified, have been recovered from the ruins of the six-storey building at Vincennes which collapsed whilst under construction.

A dozen workers are still buried in the ruins.

market conditions of that time (whenever it may be) are favourable.

The bonds would, of course, be offered to the public at somewhat less than their face value.

The fact is pointed out that \$22,000,000 of Dawes Plan bonds, sold in the United States in 1924, and offered originally below par, are now selling at six to seven points above.

COMMUNISM NEAR SWATOW.

AN EMBRYO SOVIET FORMED.

DISBANDED TROOPS CREATING DISTURBANCES.

MUCH UNEASINESS.

Swatow, Oct. 16.

Communist disturbance on the Fukien-Kwangtung border has to some extent subsided, but it is by no means suppressed. Such news as has come from time to time filtered down failed to show that there was any organic centre of the movement, yet its continued, though sporadic course, seemed to indicate some directing mind.

The districts of Yungting and Shonghong on the Fukien side of the border, and of Thaipu, on the Kwangtung side, have been those chiefly affected, and news from the Shonghong district makes it more possible to give some account of it from that side.

The Moving Spirit.

The moving spirit has been a man called Fu Pak-tau. He began as the leader of the Red faction in the Kuomintang of the district, and after the "cleansing of the Party" took to the villages at the head of a Communist band. His headquarters have been near Phuk-sha, but his band is mobile and easily scatters into the hills.

A price of \$3,000 has been put on his head by the authorities, and with him are named a lot of proscribed Communists numbering some two hundred, rewards for whose capture are offered in a descending scale according to their importance.

Fu himself comes of a good family, not without means, and is well-educated, but he is one of those who combine a sympathy for the underdog with an eye to the possibility of using him to attain a position of importance. So he was led to take up the cause of the Peasants and adopt the current Soviet movement for his ends.

Embryo Soviet.

He has organized an embryo Soviet and the movement has been marked by those features which became familiar to the Hai-Luk Fung movement—the burning of deeds and the removing of land marks. So far, however, it has not displayed the barbarous excesses of the Hai-Luk Fung terror and has been kept in check by the military.

The officer in command of the district is General Kwok. The area he controls is wide, embracing some eight districts, including the city of Thengchow. Recently he has been stationed at Yungting, but he is on the move now, trouble having broken out towards the Kiangsi border.

New Disturbances.

Eighteen months ago, General Kwok displaced a robber chief named Lam, whose rule had become burdensome in those borderlands. Disbanded troops of Lam's forces, however, are threatening disturbances, so, quickly following the Communist attack on Yungting, the General is faced with this other complication.

An extra Brigade is reported to be on its way from Foochow to, as it is said, assist him, but as his own troops are only some three or four thousand covering a wide area, and under the disarmament plan are ordered to be reduced to two thousand, the arrival of a new brigade may upset the balance of power.

Shonghong city itself is quiet, and Yungting is recovering from its alarm, whilst in general the countryside suffers more from uncertainty than actual disturbance. No village, however, feels secure for more than a day at a time.

The Communist band has collected plenty of money in one way or other, and soldiers before whom they fled from one village felt something hard beneath their feet while bathing in the village pond and found it to be nothing less than a hoard of money! It had been hidden there before the flight.

—Our Own Correspondent.

Bulls and Innors

From the Office Butts.

The week's faux pas.—The Headling from a contemporary: "Pedestrianism on its Last Apogee." But when was it upon any coolies, "I'm sure that some of them must be quite affluant."

Arriving at Shanghai "like a every bottle of reducing mixture broken basin," must make one feel like a mug.

The man who walked away with a clock at Kowloon City has been given time to reflect.

Youth abhors the cane, but adolescence is attracted by a lip-stick.

The car park outside the Hongkong Hotel doesn't leave much room for Pedestrians.

The breeding of hounds locally has been a venture dogged by bad luck, but the Fanling Hunt has gained several valuable pointers.

A herbal advertiser announces that millions of people die all over the world. This is grave news.

A number of Hankow policemen are reported ill with measles. So they've caught something at last.

The days are getting shorter but the distance between pay days remains the same.

One good thing about the cooler weather is that a man gets more pockets in which to lose his Ferry ticket.

Lacking variety, many married men do not read "His Wife" in the Telegraph. It goes on day after day.

"Patriot"—How could you? bathing beaches will be closed at Nowdays, we are so friendly with 7 p.m. on October 31st. It is France that it's only courtesy to thought, however, that those in the refer to the Battle of Waterloo as water after that hour will be permitted to come out and dress.

The Post, reporting the visit of Mr. and Mrs. Southern to the Diocesan Boys' School, refers to an inspection of "the school buildings and guests." Must have been jesting.

The D. P. announces the arrival in Hongkong of "the British schooner Jeppore." Come on, "Granny," wake up!

Golf is becoming fashionable among the Chinese. A coolie was arrested during the week wearing plus four pairs of trousers.

From the Daily Press:—"All the fruits and vegetables in common use here were displayed—a number of huge marrow striking a familiar and homely note."

From the weekly "Diary of Events"—References Association Lecture and Meeting, Scandal square. Point.—This does not refer to the Croquet and Crochet League?

We note that MacWhirter has P.W.D. won a sack race. Evidently no false tartan!

Cause and effect.—We note from a contemporary that that the "Graf Zeppelin" passengers were "nir six" because they were "very o'clock this morning."

Watch the man who declares how truthful he is.

Yes, the old-timers in Hongkong lived cheaper if you could call it living.

To the correspondent with a complaint.—This is a newspaper; not a nursing home.

A candid date—17th November, M.C.L.

It was definitely demonstrated this week that the World had Too Many Crooks.

Jokes about Scotmen being mean are always at their expense.

Great words of little wives.—"No, John, that wasn't a cough! Mosquitoes in the Colony, were had during dinner. It was a time signal."

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"LA PERLA DE ORIENTE"

COOLIE'S DEATH.

THROWN OFF MOTOR LORRY ON HILLSIDE.

With but four days' experience as a licensed driver, a 19-year-old Chinese was involved in his first fatal accident on a pathway leading from the hillside into Prince Edward Road, on September 27, when the Ford motor truck which he was driving turned over, throwing four coolies and a load of stones onto the roadway. One of the coolies received injuries from which he died in Hospital, the following morning.

The accident was fully investigated by Mr. W. Schofield, sitting as Coroner, and a jury at the Kowloon Magistracy yesterday afternoon. The composition of the jury was Messrs. P. T. Rosario (foreman), J. M. de Silva and A. H. Ribeiro.

Sergeant Scrim who conducted the case for the Police informed the Court that three witnesses who were on the lorry at the time had since returned to the country and were unavailable for the inquiry.

The first witness called was Dr. I. Nowdon, who testified to the deceased suffering from severe injuries from which he died at 9.45 the morning after admission to hospital. A post mortem examination revealed several fractures including five, fractured ribs, fracture left side of the pelvis and the roof of the left orbit. Death was due to multiple fractures with shock as a contributory factor.

One of the earth coolies who was riding on the rear part of the lorry said that the vehicle was carrying stones from a quarry on the hillside just above Ma Tau Wai and to the east of Kowloon Tong. The granite was being taken to Kowloon City.

Thirteenth Journey.

Twelve journeys had been made, the accident occurring on the thirteenth. Before commencing on the downward trip, two coolies had to push the lorry before it started. The coolies ran after the lorry and jumped on each time. On the fatal trip the lorry went down the hill faster than on previous occasions and just before reaching the bottom it overturned, throwing the load of stones and the coolies into the roadway.

Witness said that two of the coolies were injured but they both got up and were able to walk with some difficulty. They were later treated by a doctor and recovered from their injuries.

The Coroner: It seems we have assembled in vain. Are you aware that one of the men died?

The witness expressed surprise and excitedly asked the Coroner when death had taken place.

When informed of the time of the man's death, witness said that that was the first he had heard of it.

Sub-Inspector Mason said that both the front wheels of the lorry were completely smashed, and the axle bent. With the lorry still on its side, witness tested the brakes by turning the rear wheels with his hands. The bands of both brakes were worn away and rendered the brakes ineffective.

The vehicle was repaired and the following day witness again tested it and found the hand brake in the same condition but the foot brake was in good working order. If it had been in the same condition the previous day it would have been sufficient to have stopped the lorry on the incline. Witness added that an experienced driver can stop a lorry on hill by means of the reverse gear, which was a peculiar feature of Ford lorries.

The lorry had been tested by witness on September 18 and the brakes were then properly fitted.

In reply to the driver, witness said that it was possible the brake bands had burned away from excessive wear.

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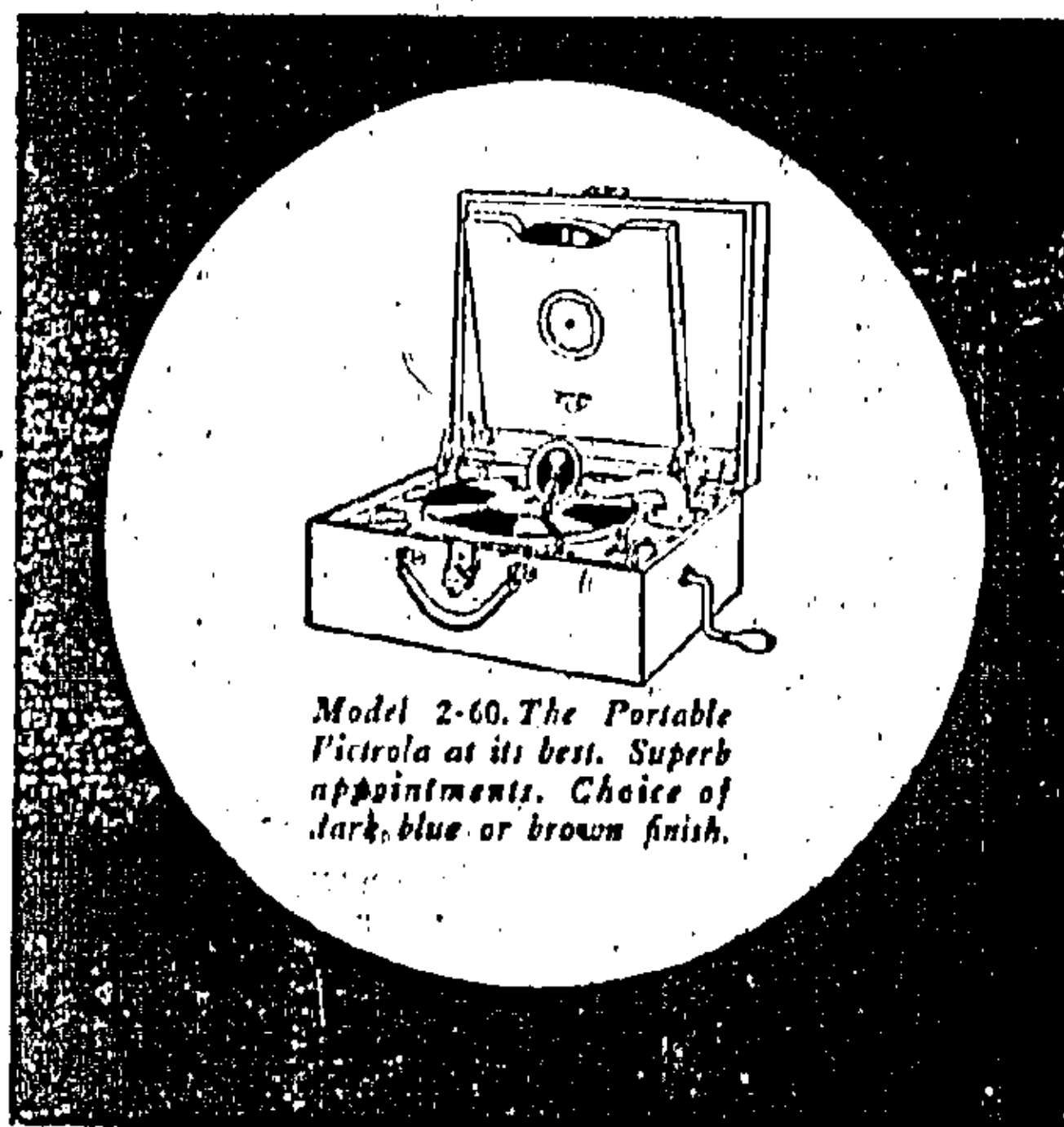


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Overloaded.

Sergeant Scrim testified to the load of stones weighing 3,881 pounds, whereas the lorry was only licensed to carry one ton. He said that together with the coolies the load on the lorry was about two tons. The defendant had passed his test as a Ford lorry

driver on September 11.

At the spot where the accident occurred, witness said that the gradient was about 1 1/2 in 6. The driver was the next witness called. When asked why it had been necessary for the two coolies to push the lorry he replied that he had given no instructions for

such action. As soon as he released the clutch the lorry ran down the hill itself. Witness said that the lorry skidded just before reaching the bottom and turned over. He did not know the weight of the stones but had been told that they weighed less than one ton.

Witness had only driven the lorry for three or four days this being the first he had driven since being passed out.

The jury returned a verdict of "Accidental Death," and suggested that drivers should be more strictly tested and that the age limit be raised to 22 years.

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LATE MRS. JOHN LAKE.

IMPRESSIVE MEMORIAL
SERVICE AT CANTON.

Canton, Oct. 19.
That was an impressive service
in Canton last Monday evening in
memory of a great life. It was the
closing meeting of the Leung
Kwong Woman's Missionary
Union, in which Mrs. John Lake
had been a leader for more than
twenty years. The fact that the
memorial service was spontaneous
on the part of the Chinese
Christians added greatly to the
impressiveness of the meeting and
to the high esteem in which Mrs.
Lake was held by her friends in
South China. According to Chi-
nese custom, a large portrait of the
departed lady was enshrined in a
canopy of beautiful flowers and
occupied a prominent place just in
front of the pulpit of the Tung
Shan Baptist Church. Several
hymns, which were dear to Mrs.
Lake during her rich life among
the women who were doing her
honour, were sung during the hour.
Mrs. Lo Lin, a most estimable
Chinese lady, who was Mrs. Lake's
first teacher when she came to
China, gave a most interesting his-
tory of Mrs. Lake's life in South
China. An equally interesting
interpretation of her life story was
presented by Miss Huen, Dean of
Pool To Academy, as follows:
"Zealous and faithful in the Lord's
work, an excellent teacher, inspir-
ing and helpful in voice and man-
ner, of high scholarship and of
a scholarly spirit, consistent in
life—heart and words the same—
one who loved truly." It will be
recalled that Mrs. Lake died in
Canton on the thirtieth day of July
last.

Services at Tung Shan.

The following day, after the
close of the meeting of the women,
the annual session of the Leung
Kwong Baptist Association began
and will continue during the week.
Mr. Leland Wong, also known by
his Chinese name, Wong Tsui, is
preaching each evening to great
congregations which tax the
capacity of the auditorium of the
Tung Shan Church, which will
seat between twelve and fifteen
hundred people. Mr. Wong has a
real message and the people are
willing and anxious to hear him,
coming not only from the Tung
Shan community, but from other
sections of the city.

A Long-Felt Need.

Of interest to many friends
of Pool To Academy is the news
that the foundation is now being
laid for the new administration
building of the school, which
being built by donations from
local sources, including Hongkong.
The building will cost, when com-
pleted, not less than forty thousand
dollars. It will not only be a
credit to those who are making it

U.S. PRESIDENCY.

DID MR. HOOVER VOTE IN
A BRITISH ELECTION?

Washington, Oct. 19.
The allegation that Mr. Hoover
once had been a "British citizen
and voted in a British election,"
was made the subject of a state-
ment by Dr. Work, Chairman of
the Republican committee. This,
however, does not deal with an
enquiry reported to have been
addressed to the mayor of Johan-
nesburg as to whether Mr. Hoover
had voted in a Transvaal election,
and suggesting that this would
disqualify him from standing for
the Presidency.

Dr. Work says that photostatic
copies of British electoral lists
exist on which Mr. Hoover's name
appears, because he once tenanted
a house in the neighbourhood of
London and paid taxes in England,
but he never attempted to vote.

Dr. Work's statement was
prompted by the intention of Mr.
Smith to tell the story in the
course of the "whirlwind finish"
he always reserves for himself,
and by the Democratic endeavour
to ascribe "pro-British" tendencies
to Mr. Hoover.—*Reuter's American
Service.*

Mr. Hoover's Denial.

New York, Oct. 19.
Mr. Hoover, in an interview,
denied over having voted in the
Transvaal or anywhere else out-
side his own country. A state-
ment substantiating this denial
has been issued by the State De-
partment in Washington.

Dr. Work says that Mr. Hoover
is the victim of a plot to lead
Americans to believe that
he once applied for British
citizenship. Dr. Work has ob-
tained a certificate from the Bri-
tish authorities that no such ap-
plication was ever presented.

Mr. Hoover was unaware, until
recently that his name was on the
London lists mentioned earlier.—
Reuter's American Service.

SOCIETY ENGAGEMENT.

CAPTAIN A. E. SNAGGE AND
MISS M. STEPHEN.

Shanghai, Oct. 19.
The engagement is announced
between Captain A. E. Snagge of
H.M.S. Cumberland and Miss
Margot Stephen, daughter of the
late Mr. A. G. Stephen of the
Hongkong and Shanghai Banking
Corporation.—*Reuter.*

possible, but will meet a long
felt need in the ever grow-
ing demands of the school, which
is now celebrating its fortieth
anniversary, of which this will be
a fitting memorial.



GLAXO builds firm flesh,
plenty of strong bone,
and a sound constitution.
It contains nothing what-
ever to harm baby or cause him
pain. That is why if Baby is fed
on Glaxo he will progress
steadily day by day into happy
childhood. Give your Baby
Glaxo—the food doctors recom-
mend and give to their own
babies—the food that has
successfully reared the children
of 5 Royal Nurseries. It will
make yours a bonnie Baby too.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

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W. R. LOXLEY & Co.

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GARDNER ENGINES

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DOMESTIC PUBLIC AND ECCLESIASTICAL BUILDINGS

Supplied with Leaded, Stained and
Painted Glass, Staircase and Land-
ing Balustrading, in Carved Wood,
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Lift Cages, Revolving Doors, Stan-
dard or Suspended Electric Lighting
Fixtures, in Bronze, Wood or Stone.

ARTS & CRAFTS SHANGHAI.



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Japanese Shoe Expert.
PORTOISE SHOE BOXES-AND
CASES A SPECIALITY.
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Complete stock. Best Terms.
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and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:—

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 427, 432

WANTED.

WANTED.—Steamlaunch about 65 feet long x 4 feet draft Steel or Wood Hull. Non-condensing Engine. Speed 8-9 knots. Must be in good condition. Apply giving full particulars to P. O. Box 615.

WANTED.—Can anyone recommend English or French Nurse for girl three years of age for Shanghai? Must be capable and experienced with children. Good salary to suitable person. Apply Box No. 434, or Telephone Peak 19.

FOR SALE.

FOR SALE.—One 4 seater Standard Car in good running order. Price \$600. Write Box No. 433, care of "Hongkong Telegraph."

FOR SALE.—Thoroughbred Australian Terrier Pups. Write Box No. 431, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—7, 9 & 10, Middle Road, Kowloon, near Peninsula Hotel, 7 Rooms, Verandahs facing harbour. Apply in writing Mr. Yu, 52, Wing Lok Street.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 164, Praya East. Phone C.647.

COMING! MOISEWITSCH

"The Poet of the Piano"

BOOKING AT MOUTRIE'S

COMING! BEAUGESSE

with Ronald Colman

at MOUTRIE'S

TO THE WORLD

New Advertisements.

NOTICE OF REMOVAL.

The Offices of Reuters Limited, Commercial & Financial Service, will be removed from Prince's Building to No. 1A, Chater Road, with effect from October 22nd, 1928.

REUTERS LIMITED, Commercial & Financial Service.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Seventh Extra Race Meeting to be held on Saturday, 10th November, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at twelve o'clock noon on Wednesday, 31st October, 1928.

HONGKONG JOCKEY CLUB.

NOTICE.

The Half Yearly General Meeting of Members will be held in the Jockey Club Room, Hongkong Club Annex, on Friday, 26th October, 1928, at 6.15 p.m.

By Order

H. R. FORSYTH, Acting Secretary.
Hongkong, 12th October, 1928.

CHURCH NOTICES.

To-morrow the Twentieth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, October 21, 1928. Hospital Sunday, Twentieth Sunday after Trinity. Holy Communion 8 a.m. Children's Service 10.15 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Dean, Holy Communion 12 noon. Ev'ngong 6 p.m. Preacher: Rev. H. B. Koop.

Union Church, Kennedy Road, Sunday, October 21st. Morning 11 a.m. "The Will to Health." Evening 6 p.m. "An Optimistic Purchase." The Rev. F. C. Young will begin his ministry preaching at the Morning and Evening Service. Hymns. Morning 6.02, 6.22, 6.42. Evening 6.02, 6.22, 6.42.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Doctrine of Atonement." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of the Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall No. 7, Duddell Street, first floor. Sunday night, October 21st at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw, "WHEN WILL THE THIEF THAT DIED WITH JESUS GO TO HEAVEN?" You are invited.

MACAO RACES.

DRAFT Programmes and Entry Forms for the GYMKHANA RACE MEETING to be held on

SUNDAY, 4th November, 1928. (Weather Permitting) may be obtained from the I.R.C. Macao, Causeway Bay Stables and Rotor Advertising Co. Entries CLOSE at Macao 2.30 p.m. WEDNESDAY, 24th October, 1928.

Boxing

under the auspices of HONGKONG BOXING ASSOCIATION.

FIRST TOURNAMENT AT CITY HALL, Saturday, 3rd November. WATCH FOR PROGRAMME.

ACCESSORIES.

FOR SALE.—Storage batteries, Lucas bulb horns, Spartron electric horns, wrenches, jacks, pumps, brakelining, tyre paints and patches, spark plugs, cutouts, ammeters, windscreen wipers, &c., &c. Prices exceptionally low. The Hongkong Motor Accessory Co., 1st floor, Bank of Canton Building. Tel. C.677.

HONG KONG GOVERNMENT 6% PUBLIC WORKS LOAN OF (1927).

PROSPECTUS.

The Subscription List will be opened on Wednesday, the 24th day of October, 1928, and closed on or before Saturday, the 27th day of October, 1928.

Issue of \$2,000,000 Hong Kong Currency six per cent. Bonds to Bearer being the remainder of the \$5,000,000 Loan authorized by the Public Works Loan Ordinance, 1927.

The proceeds of the Loan will be applied to the purposes specified in the Schedule.

The principal and interest of the Loan are guaranteed by the Government of Hong Kong and are secured by the revenue of the Colony.

Price of issue—103 per cent.

Interest payable—1st May and 1st November.

First Coupon for full six months interest payable—1st May, 1929.

Principal repayable at par—on 1st November, 1938, or, at the option of the Government of Hong Kong, principal may be wholly or partially repaid at any time after the 31st October, 1932 by drawings of Bonds of such denomination and to such respective total nominal values as the Governor may determine.

The Hong Kong & Shanghai Banking Corporation, Hong Kong are instructed by the Government of Hong Kong to receive subscription for the above Loan.

The Bonds will be issued in denominations of \$1,000, \$5,000 and \$10,000, payable to Bearer with half yearly interest coupons attached payable 1st May and 1st November at the office of the Hong Kong & Shanghai Banking Corporation, Hong Kong.

Applications will be received by the Hong Kong & Shanghai Banking Corporation, Hong Kong from whom the necessary printed forms can be obtained. Such applications must be for \$1,000 or any multiple thereof and be accompanied by a deposit of 10% of the amount applied for.

Applications may be accepted in whole or in part, and in the event of partial allotment the surplus amount paid as deposit will be appropriated towards the payment of the balance due on allotment.

The balance due on allotment must be paid on or before November 1st 1928.

The Government has the right to refuse any application or payment.

In case of default in the payment of the balance due on allotment, the deposit paid will be liable to forfeiture.

Notice will be given when Bonds are ready for delivery.

Section 14 of the Public Works Ordinance 1927, makes this loan a trustee investment.

SCHEDULE.

PURPOSES TO WHICH THE LOAN IS APPLICABLE.

1. Waterworks development \$3,500,000.—
2. Aerodrome and Harbour development 1,000,000.—
3. Other public works 500,000.—

TOTAL \$5,000,000.—

C. Mc. I. MESSER.

Colonial Treasurer.

17th October, 1928.

JUST RECEIVED.

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NEW "GAGE" HATS in Various Shapes & Sizes.

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2, Queen's Road, Central. (Above Hongkong Electric Co's. Showroom.)

The Hongkong Telegraph.

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Shameen—Canton to whom all local enquiries should be addressed.

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Cures Rheumatism, Nervousness and all kinds of chronic ailments.

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Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 22nd October, 1928, at 10.30 a.m.

at Holt's Wharf, Kowloon (for account of the concerned)

1303 Bags Rice,

10 Bags Beans.

1220 Chests Tea.

50 Bags Sugar.

21 Bags Walnuts.

1 Bale Orange Peel.

(all more or less damaged ex a.s. "Change.")

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY, the 24th October, 1928, commencing at 11 a.m.

at No. 2, Jordan Road, Kowloon, Top Floor

A Quantity of Valuable Household Furniture

(Particulars from Catalogue)

On View from Tuesday, the 23rd October, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY, the 25th October, 1928, commencing at 11 a.m.

at No. 8, Waverley Terrace (Kowloon Dock), Hung Hom.

A Quantity of Valuable Household Furniture,

comprising:—

Chesterfield Couch and Chairs,

Solid Oak Table and Cabinet,

Water Colour, Picture, Curtains,

Ornaments, Sterling Silver Ware,

Cut Glasses, Candles, Ceiling Fans, etc.

Teak Bedstead with Box Mattresses,

Teak Wardrobe with Bevelled Mirrors,

Dressing Tables, Chest of Drawers and House Linen, etc.

and

One Solid Oak Dining Room Suite (Extension Dining Table),

Sideboard, Dinner Wagon, and Chairs.

On View from Wednesday, the 24th October, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY, the 25th October, 1928, commencing at 2.30 p.m.

at their Sales Room, Duddell Street

A Large Quantity of Valuable Household Furniture

comprising:—

Teak Hatstand, Bookcases, Roll and Flat Top Desks, Wall Clocks,

Looking Mirrors, Chesterfield Couch and Armchairs, Oil Paintings,

Pictures, Victor Gramophones, Sewing Machine, York Combination Safe, Iron Safe,

Cupboards, Carpets, Rugs, Curtains, Steel Filing Cabinet, Glass Cabinet, etc., etc.

Teak Dining Tables, Sideboards, Dinner Wagons, Dining Chairs,

Dinner and Tea Crockery, Cutlery, Glass Ware, Enamel Sauce Pans,

Ice Chests, etc., etc.

Iron and Teak Bedsteads, Wardrobes with Bevelled Mirrors,

Dressing Tables, Chests of Drawers, Marble Top Washstands,

Chamber Stands, Commodes, Enamel Bath, Wash Basin, etc., etc.

and

A Quantity of Fine Blackwood Furniture

including:—

Joss Tables, Curio Cabinets, Pedestals, Marble Top Round

Tables, Chairs, Tea Poy, Opium Stools, Piano Stool, etc., etc.

Catalogues will be issued.

On View from Wednesday, the 24th October, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C. 5009.

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Play safe by entrusting your most precious gift of sight to those who are qualified and hold recognised British Empire Certificates.

We have been established over 40 years and refer you to your family physician as to our reliability.

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LAZARUS.

Hong Kong's Only European Optician

Under the Management of:—

Ralph A. Cooper, Registered Optometrist By Canadian Govt. Examination, Fellow of the Institute of Ophthalmic Opticians (England)

Member American Optical Association.

PLOTS AGAINST THE TSAR.

RUSSIAN WOMAN CONSPIRATOR TO WRITE HER MEMOIRS.

Paris, Sept. 22.

The woman nihilist, Vera Figner, "the terror of Russia," who was a leader in the conspiracy which brought about the assassination of the Tsar Alexander II, has at the age of seventy-five begun to write her memoirs. It is learned from Riga. She was released from prison at the time of the Soviet Revolution, and now lives in a suburb of Moscow on a Soviet Government pension. The Russian Tsarist Police never succeeded in discovering the full details of the plot which she describes.

Her plan was to blow up a street through which the Tsar rode. The conspirators hired a shop and started a dairy. During the day they sold butter and milk, but at night they went to the cellar and dug a tunnel leading to the street where the Tsar was expected to pass.

After four weeks' work a mine was laid underneath the street, but at the last moment the route was changed and a month's work wasted. The conspirators then decided to attempt to kill the Tsar by throwing bombs. The first wrecked the Tsar's carriage, killing the horses and coachmen, but the Tsar stepped out unhurt and walked towards one of his aide-de-camps, when a second bomb was thrown, which exploded at his feet.

Two Years' Trial.

Vera Figner fled from St. Petersburg after the Tsar's assassination, but returned a year later, and was arrested and tried. No direct evidence could be discovered against her, so she escaped execution, and was sentenced to life imprisonment after a trial which lasted two years.

Mr. Brian Machen, aged 22, son of Prebendary Machen, of Church Stretton, has been missing since the early part of September. It is believed that he is suffering from a mental breakdown.

MRS. SEKAI

MASSAGE 6, Wyndham Street, 1st floor, Hongkong.

MRS. MOTONO

HAND & ELECTRIC MASSAGE No. 81B, Top Floor, Wyndham St Hongkong.

MASSAGE HALL

MRS. S. UZUNOYE Expert Masseuse 37, Queen's Road C., 2nd floor.



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He Couldn't Resist a Pretty Woman

WHICH would have been fine — but his wife objected. And thereby hangs a hilarious tale of matrimonial misadventures, just popping with laughs.



LEW CODY AILEEN PRINGLE

ROBERT Z. LEONARD production

AT THE QUEEN'S At 2.30, 5.10, 7.15 & 9.20.

RUDOLPH VALENTINO



A WHIRLWIND STORY

of love romance and intrigue in the Argentine, with the screen's greatest lover as you like him best.

AT THE WORLD At 2.30, 5.15, 7.15 & 9.20

REGINALD DENNY



IN THE CHEERFUL FRAUD ONE OF THE famous comedian's biggest laugh sensations.

AT THE STAR Continuous 2.30 to 11.15.

CHANGEABLE WEATHER

bring to mind steps that may be taken to protect the fragile and susceptible.

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MALT EXTRACT

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COD LIVER OIL

gives valuable support to the patient's natural power of resistance.

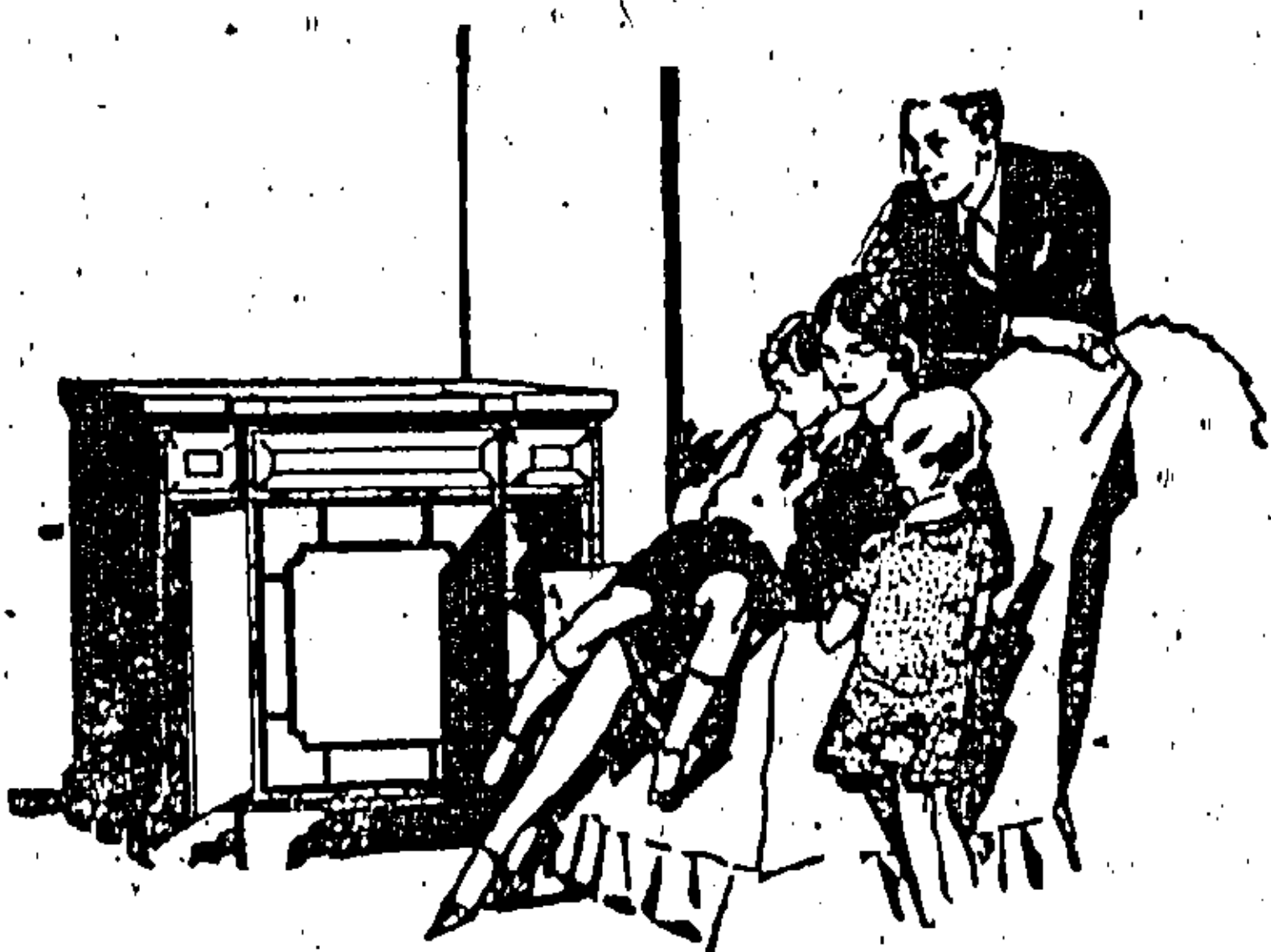
Prepared from British winter malted barley and cod liver oil specially selected for its vitamin content. Its palatability makes it acceptable to the most fastidious.

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Without a rival

THERE are only a limited number of concerts every year. You and your family can attend but few of these.

Yet with one of our Orthophonic Victrolas, you can select your own programs. You hear the world's finest music—just as it is heard at the foremost concert-halls.

Our record expert will advise you in the selection of a suitable list of Victor Records. In this way, the whole family can develop their appreciation of great music—right at home.

Drop in and let us tell you all about it.

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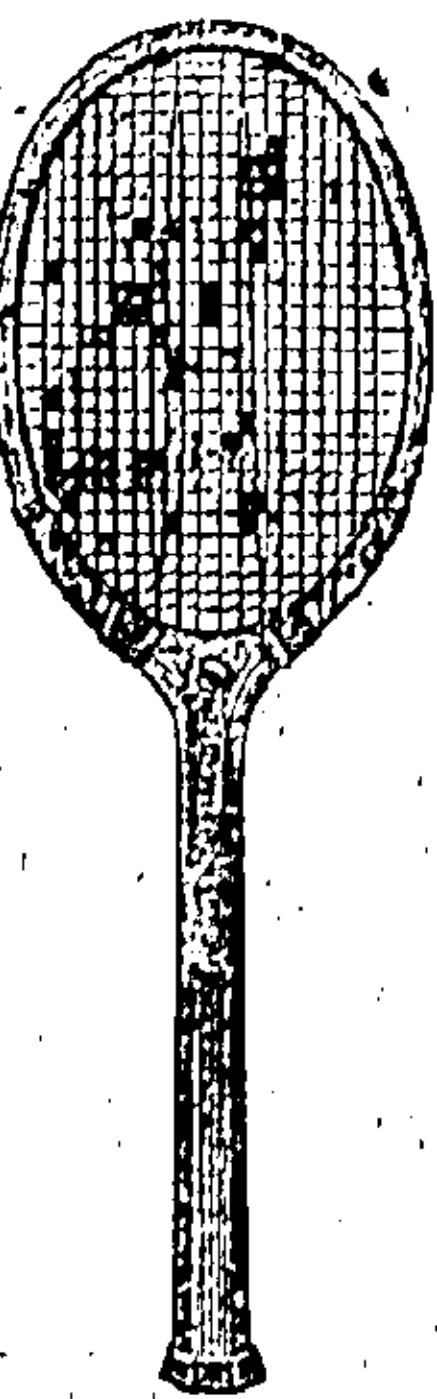
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SLAZENGER'S

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AT PRICES TO SUIT—
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AUTO-TOTAL

THE MOST

PRACTICAL & EFFECTIVE

MOTOR CAR FIRE

EXTINGUISHER

ON THE MARKET.

NO PERIODIC REFILLING

Also Suitable for

SMALL ESTABLISHMENTS.

KELLER, KERN & Co., Ltd.

16-19, Connaught Road, C.

The
Hongkong Telegraph.

SATURDAY, OCTOBER 20, 1928.

THOSE CONTRACTS.

Coming so soon after the pricking of the John Smith syndicate bubble, the report which we published yesterday to the effect that a number of contracts has been awarded to American individuals and corporations, involving reconstruction projects in China running into many millions of dollars, is particularly interesting. When analysed, however, the statements attributed to Mr. Fo do not appear to amount to a great deal so far as concrete results go. The only actual "contract" mentioned is one for the construction of a canal in the Tientsin area, but even this now turns out to be a loan, not a contract, from the China Famine Relief Association. For the rest, all that appears to have been done is to engage three or four American advisers in connexion with the rebuilding of Nanking, the oft-heard-of Nanpaopart scheme, and the currency reform problem.

It is pertinent to observe that Mr. Sun Fo, who is credited with stating that the tentative arrangements for these "contracts" were made by himself whilst he was in the United States, was one of the Nationalist leaders with whom Professor John Smith was brought into contact in connexion with the alleged formation of the big British syndicate. Indeed, he was referred to in the article, which purported to give the details of this venture as having taken part in putting the finishing touches to the British contracts. The news which we gave yesterday quoted Mr. Sun Fo as saying that the American "contracts" have, since his return to China, been confirmed by the Nationalist Government. But we are still in doubt as to the nature and extent of these. What would appear to have happened is that Mr. Sun Fo and other Nationalist representatives abroad have been enquiring as to the possibilities of securing foreign financial aid for reconstruction purposes in China, holding out as a bait the possibility of big contracts, coming along later. In other words, China wants foreign financing of projects for which she cannot herself find the money, and the idea is to get the money from loans whilst those who do the work will be paid on the long-credit system. This is most likely the real meaning of Mr. Sun Fo's remark that China will require large sums for reconstruction purposes and

that America is the logical place to obtain them, since the best terms can be obtained there. He does, however, hope for assistance from other countries as well, witness his references to financiers and business men in England and Germany being ready to co-operate. The "contracts" of which he speaks have obviously been hawked about in Europe and the United States on this basis and could no doubt be concluded on Nanking's terms, which, however, are hardly likely to prove acceptable to foreign interests.

The London Times hit the situation off to a nicety when it recently commented on the John Smith syndicate. It remarked that there did not appear to be the slightest possibility that British firms would be disposed for a moment to consider advancing further sums or supplying more material until the amounts already owing to them had been paid. "When the Nationalist Government has dealt satisfactorily with this question," it added, "and also honours long-standing obligations, British firms will doubtless again be glad to co-operate in the commercial development of China. The next step towards rehabilitation needs to be taken by her." Mr. Stanley Dodwell also wrote recently much to the same effect, pointing to the necessity of those who are out for money at any price to show that their policy is a workable proposition. Until that time comes, we shall continue to doubt these stories of the placing of wonderful contracts, whether in America, Britain or elsewhere.

Earl Birkenhead.

Earl Birkenhead's resignation from the India Office loses present day politics one of its most commanding personalities, and England a brilliant statesman. The parting appears to be final, and for that reason the profound regret expressed by Mr. Stanley Baldwin will not be confined to one side of the House. His debating skill was scarcely excelled in his time. In his public utterances he had moments of pure eloquence which captivated all hearers whatever their political leanings, while his every word was listened to with the closest attention lest a neat touch of scathily irony, or delicate banter, should be lost. His figure is one which the Commons can ill afford to lose. A member of the Cabinet, his work in the India Office is best left to historians, but if his activities as Lord Chancellor are to be accepted as any criterion, he had the art of real statesmanship which precluded any possibility of failure. His Government colleagues thoroughly enjoyed his provocative outpourings; it was he who said of his friend Mr. Winston Churchill that he is "a simple soul, easily content with the best of everything." Small wonder, then, that "the band of brothers" as he describes the Cabinet, regrets the disappearance of his familiar figure from their conclaves. It is somewhat surprising to find at this time of his life that his dauntless ambition has guided him into business channels, though we have no doubt that his redoubtable energy and audacious intellect, which enabled his rise to fame with such remarkable alacrity, will carry him to success in his new sphere with equal rapidity. His position in the public esteem is unassailable, and he will enter upon his new career with the best of good wishes. Fortunately, the country will not entirely lose the value of his counsel: the House of Lords, over which he has already established an almost complete ascendancy, will have greater opportunities of appreciating his keen grasp of essentials and gentle railery. Nevertheless, his resignation leaves a gap in the Cabinet which Mr. Baldwin will find it extremely difficult to fill.

Scotland Yard issued a statement recently respecting a box containing 42oz. of hydro-chloride of cocaine which disappeared while it was being taken in a lorry from Church-street, Battersea, to the King George V. Dock. The box was of wood, and measured one foot long by six inches deep by six inches wide, and was marked K.P. and Company, Dundee. The cocaine was wrapped in one ounce packets. The discovery that the box had disappeared was made when the lorry reached the dock, and it is thought that it either fell off or was stolen. Much importance is attached to the loss, which is one of the biggest and most serious that have been reported to the authorities for some time.

DAY BY DAY.

AN ENEMY DESPISED IS THE MOST DANGEROUS OF ALL ENEMIES.—Publius Syrus.

Tenders are being invited for purchase of No. 2 Fire Float.

There are thirty applications to come before the annual Licensing Sessions on November 7th.

The Ben Line s.s. Ben Nevis, from Home and Straits ports, is due here on the 26th instant.

In honour of Trafalgar Day, which falls to-morrow, officials of the Hongkong branch of the Navy League laid wreaths on the Cenotaph and the Wanchai Monument this morning.

Orders have been made for the removal of all graves in portions of section A and Plague Trenches in Kai Lung Wan East Cemetery and in portions of sections A, B and C in Mount Caroline Cemetery.

About Hong Kong.

Do you know that—

Mount Gough is named after Major General Sir Hugh Gough, who was in command of the British forces at the time Hongkong was taken over?

Graham Street is named after Lieut.-Col. Hope Graham, who on May 10th, 1855, assumed command of the Garrison and was appointed to a seat in the Executive Council?

Granville Avenue, Kowloon, is named after Earl Granville, who was Secretary of State for the Colonies in 1869?

A first and final dividend of \$12 per cent. has been declared in the case of Leung Ching-chun, of 182, Queen's Road East, and a second dividend of \$5 per cent. in the matter of Chan Shui-tan, of 63, Des Voeux Road Central.

Observatory returns for September show that the average mean temperature was 81.6, the highest being 91.1 and the lowest 72. There were 119.7 hours of sunshine and 3,315 inches of rain, whilst the average humidity was 75.

It is notified that His Honour the Chief Justice has appointed Mr. E. P. H. Lung, Deputy Registrar of the Supreme Court to be a Commissioner to administer oaths and take declarations, affirmations and attestations of honour in the Court, so long as he shall hold the office of the Deputy Registrar.

Three lots of Crown land are to be sold at the P.W.D. offices on November 5th. They are New Kowloon Inland Lot 1172 (about 15,000 square feet, upset price \$6,000), New Kowloon Inland Lot 1177 (about 8,625 square feet, upset price \$12,780) and Inland Lot 2845 (about 10,400 square feet, upset price dollar a foot).

The Harbour Master notifies that surveys involving diving operations are being carried out over the line of harbour bottom between Queen's Pier and the intersection of the east side of Nathan Road with the Kowloon Harbour front. One diving barge, flying a red flag, a motor boat and two sampans are employed on the work which will be completed in about one month.

Two recent visitors to Hongkong were passengers on the German Zeppelin which has just crossed the Atlantic to America. They were Karl Von Wiegand, European manager for Universal Service, and Lady Hay Drummond-Hay, editor of a weekly syndicated page in the London Sphere. Von Wiegand and Lady Hay were among the numerous press correspondents ordered to China last year at the time of the main Nationalist northern drive. Both passed through Hongkong on their return trip.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: Plague, Rangoon (4), Pnom Penh (1), Tunglao 70; Cholera, Bombay (2), Calcutta (17), Madras (12), Bangkok 1 (1), Shanghai (1); Small-pox, Basrah 9, Bombay 12 (4), Madras 18 (7), Moulmein 2, Negapatam 7 (1), Tuticorin 2, Vizagapatam 1, Pondicherry (1), Batavia 1, Pontianak 1, Pnom Penh 6 (2), Shanghai (1); Mukden 1.

TRAPPING EMBEZZLERS.

Home Police Familiar With Every Trick.

Seldom do the police trap the embezzlers. These are criminals who are invariably found out by their fellows or by private investigators.

Unfortunately, embezzlement is among the most common forms of crime, and the culprit is always the best educated man among criminals. As a rule he gets a long run before detection, for the simple reason that he holds a responsible position, and can carry out well laid plans with every circumstance in his favour.

But, as in many other branches of crime, quite small things often prove disastrous. A bank official, sent to prison for a series of defalcations extending over a long period and involving several thousand pounds, was detected only through three small cheques paid into his own account with his bank. His affairs seemed quite in order when a travelling surprise inspection of the bank suddenly descended upon him, but the astute officer noticed that these cheques had been made payable to a public official whose office was stated, but not his name.

He drew attention to this, and was told that the cheques had simply been changed for a friend as a matter of convenience. Nothing more was said, for the explanation was quite plausible. But the cashier was evidently nervous, for on the following day he gave quite a different explanation, and this naturally aroused suspicion and provided a clue. Examination of the accounts revealed that a system of misappropriation had been carried on for a long while.

Nothing more than a "house for sale, immediate possession," notice proved the undoing of one bank official. But the house in question happened to have a rather fine old door, and the travelling inspector for the bank was something of a crank on such matters. Consequently, on passing through the street he could not fail to be attracted by it.

Later when going through the accounts of the local branch he noticed one in the name of a customer alleged to be living in this house. He commented on the curious fact that the address had not been altered since he had noticed that the house was empty. The nervous explanation offered did not satisfy him. He soon found that it was only one of a number of bogus accounts by which the defaulter had manipulated his books and obtained money.

Whenever an embezzler is brought to justice there is always public surprise when the defalcations have been spread over a long period. Reputable banks and all important companies have periodic audits, while banks and insurance companies, as well as numbers of trading concerns, have private inspectors continuously on tour whose work is to make surprise examinations of accounts.

How is it that a fraudulent official is not more speedily detected? One who confessed to forgeries and embezzlements to

the extent of \$160,000, from the Bank of Liverpool, had been robbing his employers for three years. Yet there had been frequent surprise inspections and regular audits. But there was a snag in the system. He was always a willing and seemingly able assistant at the audits.

Most banks, however, made this impossible after the Liverpool revelation, but there remain many other businesses in which the auditors are helped. It is a method always attended with risks, and chartered accountants are strongly against the practice. One company lost over five thousand pounds. It was discovered that there had been a system of false entries extending over some years. At the audit it had been the custom of the defaulter cashier to read aloud the entries to the auditor as a means of assisting that official in his work.

Unfortunately for the cashier a new auditor making his inspection for the first time accepted the help, but suggested that he should have the faithful book. The cashier affected to agree, and went out of the room ostensibly to get his journal, and did not return. Of course, this led to a thorough examination, when a long series of discrepancies were revealed, but the detectives in tracking the culprit had the long voyage to Melbourne before the delinquent was brought home to justice.

Watermarks have played a great part in legal annals. This hidden clue in notepaper has trapped murderers, and provided many traps for witnesses. Hidden in the pages of account books it has been the undoing of not a few embezzlers.

One man had successfully survived several annual audits because a cheap form of loose leaf ledgers were in use, and his plan had been to keep a secret stock of pages with identical numbers and pattern. Hence it was easy to substitute a page when required. But an auditor with sensitive fingers felt a slight difference in a page he was examining, and chanced to look at the watermark and compare it to the previous page. The pages were different.

This slight clue led to the exposure of misappropriation extending over nearly twelve years.

Nowadays important companies using loose leaf books take the precaution of having locked pages, so that this ruse of the embezzler is out of date.

A chief official of an office doing a large business in "integrity policies" says there are 28 different tricks adopted by dishonest officials. Of course, they cannot be disclosed, but the fact that they are known enables the big army of travelling inspectors used by all great financial and industrial enterprises to do their work more efficiently. This is why systematic embezzlement is, unfortunately, still too common in smaller concerns, but the big banks and companies are less often victimised.

MUNRO BLAIR.

"AN IGNORANT CLERGY."

CAMBRIDGE PROFESSOR ON HISTORICAL KNOWLEDGE.

"The dangers of an ignorant clergy" were alluded to by Dr. G. G. Coulton, Fellow of St. John's College, Cambridge, when the Modern Churchmen's Conference met at Girton College, Cambridge, recently. Dr. Coulton contended in his paper "Is a Science of History Possible?" that history was a science capable of presenting them with an ordered knowledge of the relations between them. "Ought not the elements of Christian history to be familiar to all Christians?" he asked. "We cannot too often remind ourselves (he said) what Newman wrote just before he quitted the Anglican Church: 'It is melancholy to say it, but the chief and perhaps the only English writer who has any claim to be considered as an ecclesiastical historian is the infidel Gibbon.'"

He (Dr. Coulton) asked them to think of these words in connexion with two incidents which emerged in the recent Prayer Book controversy. A Bishop had voiced the claim that Reservation "is in every true sense of the word a Catholic custom." Yet it was notorious that there was no trace of that custom, in the only sense which really was at issue in that discussion, for over a thousand years after Christ's death.

Another Bishop, a specialist in history, confessed with honourable frankness that the question of Reservation to which he was personally attached needed serious

BRITISH WOMAN FLIER CRASHES.

KILLED DURING QUALIFYING FLIGHT.

A verdict of Death by misadventure was returned at the inquest at Brooklands on Miss Margaret Honor Welby, who was killed while flying at Brooklands recently.

It was the first case in England of a woman's being killed while flying alone.

Miss Welby was a pupil at the Henderson Flying School at Brooklands and was qualifying for her pilot's certificate.

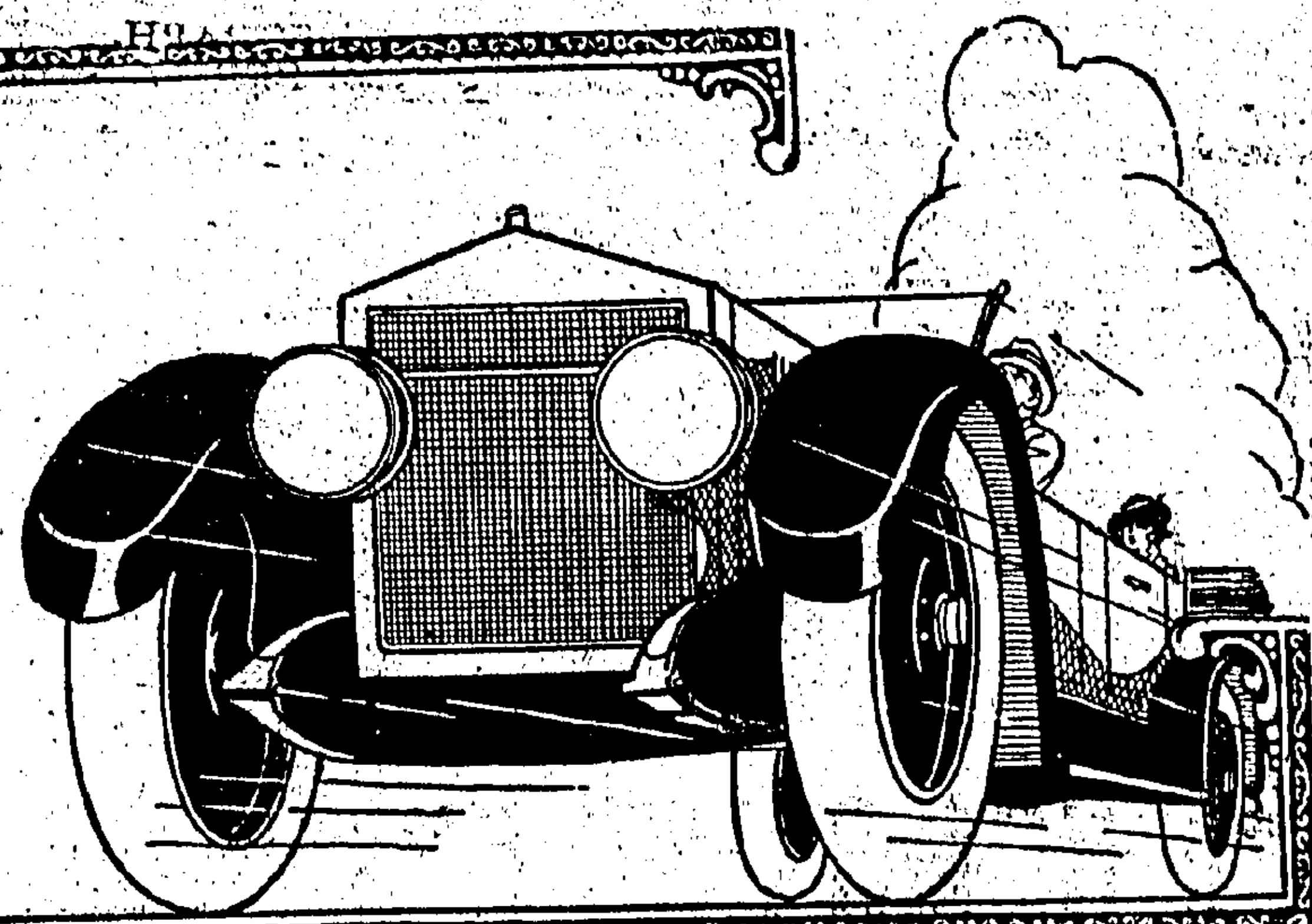
Colonel Henderson said that Miss Welby had flown over ten hours with an instructor and 1 hour 38 minutes alone.

She took off with the tail low, indicating a bad start," he said. "When she approached the railway she turned, but without banking sufficiently. This caused the machine to swing its tail round to the right and nose-dive. The machine continued to lose height, and suddenly cart-wheeled vertically to the ground."

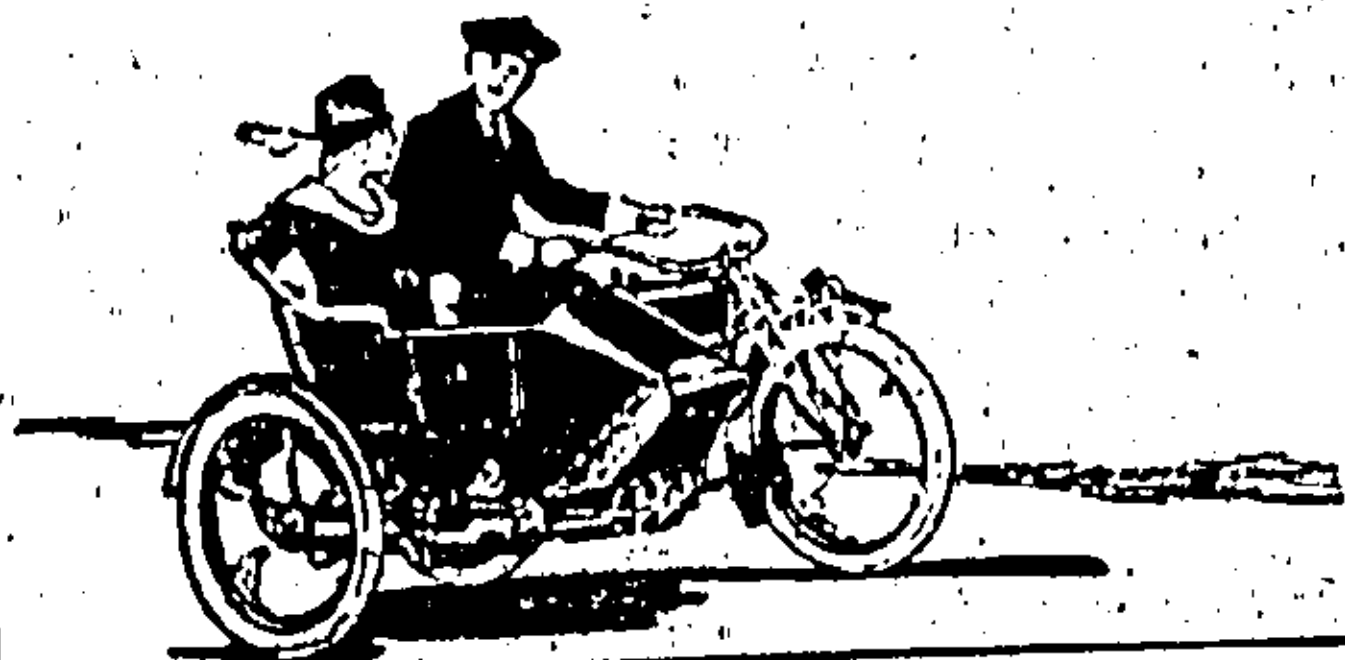
The Coroner—Would you say that the accident was caused by an error of judgment?—I would rather say that the machine, lost flying speed in turning without banking. That is what happened.

Investigation. "That," said Dr. Coulton, "is where we stand after so many centuries of partial study. The harvest is always there, but where have the labourers been?"

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 20th OCTOBER, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

7-Seaters Popular.

Not so very long ago, it was predicted that the seven-seater motor car was losing its popularity in favour of smaller types, and it is therefore interesting to know that although that trend of opinion was recorded all over the world as well as locally, there has been a distinct change of public opinion again in favour of the larger cars. This is especially noticeable in the case of the Silver Anniversary seven-seater Buicks, and an entire shipment of these luxurious vehicles which is due to arrive in Hongkong on Monday next, has been sold before arrival, cash deposits having been made against every car by the future owners. True, the latest models of Buick cars have met with an unusually enthusiastic reception, a fact which is readily explained after one has taken a trial spin, but in some circles it was expected that even the Buick seven-seater would have a limited sale on account of its size. The fact of the matter is, a seven-seater, such as the new Buick, offers such truly luxurious comfort and road-smoothness, combined with impressive engine power, that those who can afford to assure themselves of the very best that motoring offers, have unanimously decided on the seven-seater.

Kowloon Traffic.

At the junction of Prince Edward and Nathan Roads, a traffic constable stands on a little platform directing traffic. There are four crossings, and at night time, his hand-signals are often quite indistinct. In many cases, headlights are dimmed on approaching this point, and although this may assist the constable, it has the opposite effect for the driver. The road is quite wide, and there does not appear to be any immediate danger, but in view of the increasing traffic, it might be wise to adopt a mechanical signalling device which would be clearly understood, especially at night.

Carrying Loads.

There is one class of obstruction which causes great inconvenience to motorists, and that is coolies who carry loads on bamboo poles, and who persist in walking well out on the roadway, more often than not on the wrong side. They are quite difficult to avoid, especially on some of our narrower thoroughfares. Then there is the nuisance caused by coolies who carry and dump loads in relays. The custom is to carry a load for a certain distance, drop it, pick up another and drop it a little further, and so on. For nearly a mile sometimes, these obstructions will be met with no one in attendance. Only a few days ago, we saw a motorist who had occasion to draw into the side of Queen's Road, just east of Pedder Street, alight from his car in order to remove two large bundles of wood that stood well out on the roadway. It would be difficult attempting to alter some practices peculiar to Hongkong, but dumping loads should certainly be prohibited in certain busy districts. There is a regulation which prohibits coolies from drawing trucks from using Queen's Road, Central, between Queen Victoria Street and Murray Road between the hours of 9 a.m. and 4 p.m. This well might be extended to 6 p.m., and made to cover this dumping practice.

H.K.A.A. Badge.

Although the majority of members of the Hongkong Automobile Association carry the badge on their cars, there are a large number of private cars which do not do so. We should like to see every owner of a private car a member

of the Association, and every member's car displaying the mark of membership. The Association does most excellent work on behalf of local motorists, and although the majority of owners are members, there is no reason why every motorist should not carry the sign which identifies him with an organisation working essentially in his interest.

On Dimming.

The verdict returned at a recent inquiry into the death of a Chinese coolie who was knocked down by a motor vehicle, raises that interesting question "To dim, or not to dim." We have frequently expressed the opinion that dimming is unwise in unlighted districts, especially locally, where the roads are of such a winding nature, and we are glad to see that this view is supported by the Traffic Department. When powerful headlights are the only means of illuminating the thoroughfare, it is obviously risky for two vehicles to endeavour to pass each other in almost total darkness, because the contrast between the previously well-lighted road, and the state of oblivion following the switching-off of headlights naturally creates a state of uncertainty. Quite apart from the danger of cars colliding, is the risk occasioned to pedestrians, especially when it is remembered that very few of what we might term our suburban roads have footpaths. We quite agree that dimming should be practiced in the well-lighted districts, in fact, in clear weather, there is then very little need for headlights.

The New Buses.

The new Queen's Road motor bus service, which the Garage Dept. of the Hongkong and Shanghai Hotels, Ltd. put into operation on Monday last, is proving most popular, the vehicles carrying a large number of passengers. The route served is a particularly busy one, and judging from the demand which is very much in evidence, it seems probable that extra buses will be needed to cope with the traffic. This must be most gratifying to the Hotel Company, justifying, as it does, the enterprise shown by that progressive concern.

Fire Extinguishers.

In certain cities in Europe, we believe that it is compulsory for all motor vehicles to carry fire extinguishers, and it must be admitted that the regulation is a wise one. Quite a number of cars are seen in Hongkong without any precaution in case of fire, and in view of the low cost of fitting an effective extinguisher, the neglect is a decidedly foolish. Private owners who possess their own garage should have suitable fire-fighting measures immediately available, and to all those who have not yet thus safeguarded themselves, we can unhesitatingly recommend the excellent little extinguisher which has gained such a world-wide reputation under the name of "Total."

Tribute.

In connexion with Baron von Huenefeld's flight to Shanghai, it is interesting to note that the Standard Oil Company of New York provided supplies of their aviation spirit along the route, but that Baron Huenefeld declined this special fuel, asking that the ordinary "Socony" motor gasoline should be supplied. It is fully recognised that exceptional care has to be taken in the matter of fuel on long-distance flights, and it is on account of this that special aviation grade gasoline has been produced. It is therefore a great tribute to "Socony's" ordinary motor fuel that a world-flier should find it so absolutely sure and reliable.

FORD BUSES FOR CITY OF CANTON.



The above is a picture of one of the new Ford Buses, a number of which have been put into service by the Canton Municipal Authorities. It is expected that the service will be added to in the near future.

TAXED ALL WAYS. A WEIRD MACHINE.

Motor Tourists in France.

Motor tourists in France are not only taxed coming in and taxed going out of the country, but they now are taxed for staying.

The privilege of levying a tax on tourists who are in temporary residence is enjoyed by only 168 French towns and cities, but all the others are scrambling hard for a share in this pleasure. To get it, the town must consider itself a watering-place, health resort, or amusement centre, and then apply to the Government for the privilege.

The "sojourn tax," as it is called, is levied on all visitors to places designated as resorts. The hotels tack the tax on to the bill, and hand the money over to the civic authorities, who use it to clean the streets, keep the lights burning, and water the flower beds.

MARINE ENGINE. Popular Thornycroft "Handybilly."

Following the astonishing success of Thornycroft "Handybilly" marine engines, some hundreds of these are now distributed throughout the world, whence reports are frequently arriving of their satisfactory service. Most of these are from owners expressing their delight at the way their engines are behaving, but they often omit to add facts and figures, which would make their letters so much more interesting.

One exception recently to hand refers to a couple of these engines fitted into 25 ft. and 28 ft. launches, which have been in service off the Indian coast transporting passengers from ships to the shore at Redi Port. For over two years they have transported annually some 40,000 passengers, and travelled many hundreds of miles. Once a fractured magneto carbon caused a halt, but except for this both engines have run unflinchingly all the while, in charge of unskilled natives.

Designed to Crush the Prickly Pear Pest.

FRONT-WHEEL DRIVE.

In dimensions it is freakish—Five feet long, seven feet wide; front wheel drive, and steers on four wheels.

It hasn't any name, and was built from the remains of five old Cadillacs, with sundry pieces from other cars and odd parts made to order.

But, according to its designer and builder—Mr. S. Cantle, of Moree Queensland, Australia, and to other persons who have seen it at work, it fulfils the mission for which it was made—it will travel through and over prickly pear, crushing the pest and preparing it for the poison sprays the machine carries.

This queer motor vehicle represents 12 months' thought and labour by its builder. It was made at Moree, and is the second of its species. The first carried too much gear and did not perform well in pear.

Holes and Wheel Spin.

One of the difficulties of the eradication of prickly pear in mass is the mechanical cost of the operation. It grows in clumps and patches, and the ground beneath has not a solid surface. When crushed it oozes moisture and is a slimy mass on which most wheels slip.

Working in the pear country, Mr. Cantle has produced a machine with unusual features. The front wheels are fitted with angle-iron "spuds," and sprung to allow them to turn at an angle on the axles. Drive is through the front wheels, and either can be stopped or reversed at will. Though seven feet wide, the machine has a turning radius of five feet.

Secret Poison.

On the rear of the machine is a tank containing poison—which is also a secret preparation of Mr. Cantle's. When the pear is crushed, poison is sprayed on it by two pumps. The high-pressure pump is driven off the back of the gear shaft, and the low-pressure by the magneto drive.

Tests before an inspector of the Prickly Pear Commission showed that the combination was efficacious, and now a company—Cantle Pear Destruction Co., Ltd.—is to be formed to acquire the strange machine and its companion, the poison.

THE USED CAR TRADER'S WAIL.

To hear their tales of power and speed—
Their yarns of cars that never stall.
You'd think they'd really never need
To trade these wonders in at all.

You'd think—if you believed a few
Of all the virtues on the list—
That each who showed a car to you
Was just a plain philanthropist.

Imagination running high,
They praise their cars from hub to fan
And back again. And can they lie?
I'll tell the gummed-up world: they can.

They chant of many a record run;
On m.p.g. they'll take a vow;
I yawn at what she may have done
And ask: "But what will she do now?"

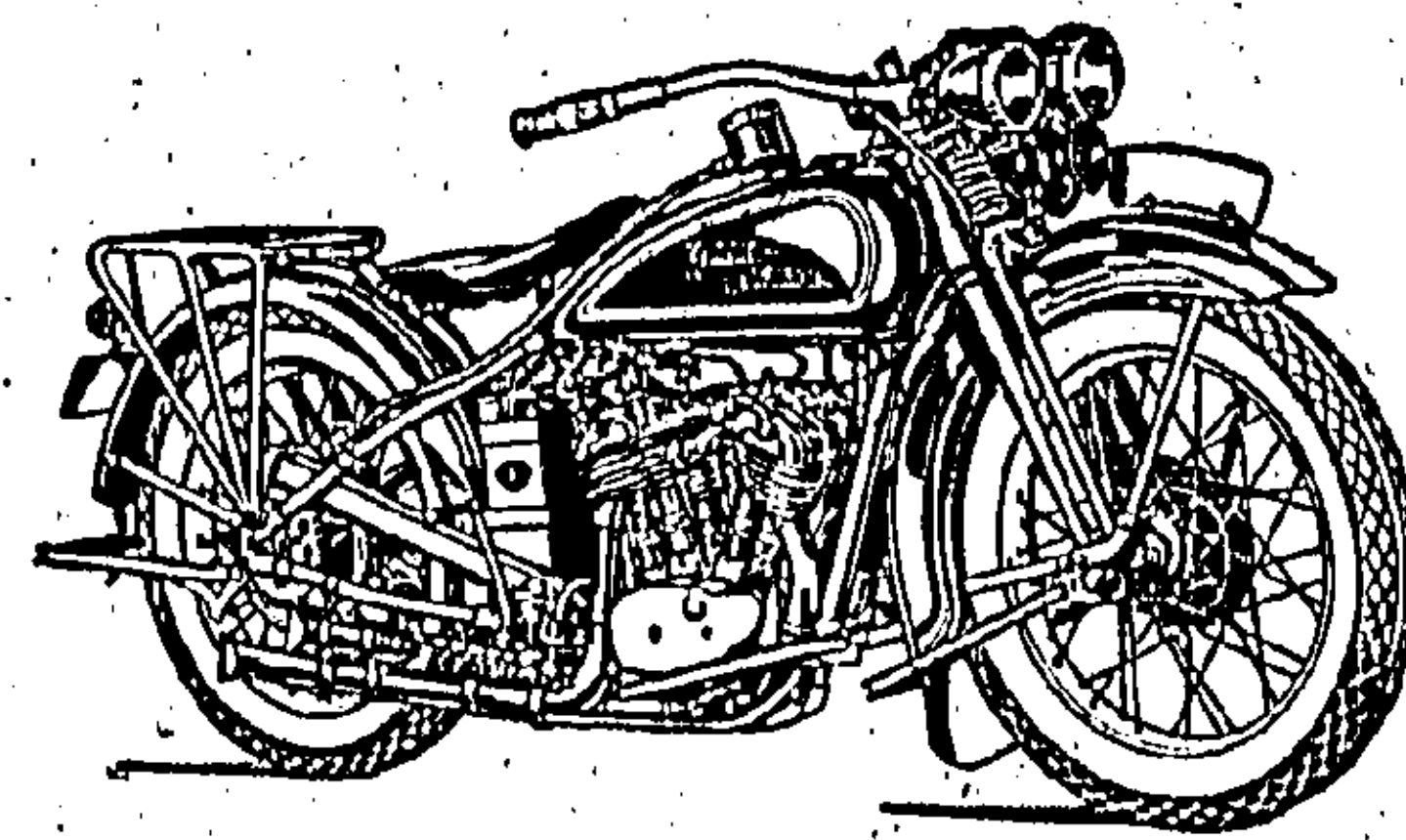
And then—I hear how she can fly
(She'd just need wings to be a 'plane')
It always brings the same reply
And so—I nod—and yawn again.

I'm always shown the gadgets rare—
Displayed with pride that should astound—
The lighter, clock, and extra air,
Each worth, you'd think, around twenty pounds.

So, having listened half a day,
I overlook the water leak
And mention not the front wheel's splay,
But climb into the worn antique.

I take her twice around the block
And, having found the talk all bunk
Advice: "The scrap-yard for this crock
"I deal in good used-cars—not junk."
(Sydney Sun.)

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS—THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

New Address of Universal Motor & Supply Co.

Kayamally Building,
No. 22, Queen's Road, Central.
Telephone No. C. 4915.

CHINA UNDERWRITERS, LTD.

FOR
ALL GLASSES
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MOTOR INSURANCE

WRITE FOR PROSPECTUS
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Austin Seven

PRICE REDUCTIONS

"A BOMBSHELL"

FOR THE MOTORING PUBLIC

ALEX. ROSS & Co., (China) Ltd.

Prince's Building. 2nd. floor.—Ice House St. Entrance.

STOCKS CARRIED

SERIAL NUMBERS.

Registration Innovation in California.

SCRIPT LETTERS.

Troubled by the never-ending string of numerals which roam across the registration plates on lately-bought cars, the police of the State of California (U.S.A.) have thought out a method of saving the eye strain which follows attempts to read the figures. Registration numbers there run into millions.

Next year California's license plates will have deep yellow numerals on a black ground, and six characters will be the maximum on each plate.

Registration numbers will commence from 1A1, the next number will be 1A2, and so on up to 9A-99-99. Then a new series will begin at 1B1, and will continue through the alphabet to 9Z-99-99. The letters I, O and Q will not be used, because of their similarity to numerals.

Letters and numbers will be in script instead of the block numbers which are usually employed, as tests have revealed the script to have greater visibility.

PAY WHEN CAUGHT.

Bail Money to be Used as Fine.

'FRISCO'S NEW RULE.

Introducing a new traffic code San Francisco's civic authorities must have anticipated a heavy crop of traffic breaches, for a "pay-as-you-go" plan for violating the law was also introduced at the same time.

This allows a motorist caught in a nominal breach of traffic rules to pay a nominal bail at the police station, and then forfeit it if guilty.

It saves the driver's time as well as the traffic court's.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

CAR SMELLS.

One can sometimes "scent" trouble, before it is otherwise indicated. Very often in winter the first warning that the cooling system is running too hot is the odor of denatured alcohol. A persistent smell of unburned or "raw" gasoline while a car is running, is always abnormal and deserving of attention, as it usually indicates a leak in the fuel system or continued overflowing of the vacuum tank—the latter most likely to be caused through the clogging of the main tank air-vent. Unusually strong gas odors may mean that leaks have developed in connections from cylinders to the exhaust manifold, in the exhaust system employed to heat the carburetor or intake manifold or in car heater connections, although peculiar relations of wind direction and car motion may account for strong temporary exhaust smells. If exhaust odors are particularly rank and "choky," a much over-rich fuel mixture may be suspected.

Hot Oil.

The odor of hot lubricating oil sometimes gives the first indication that the engine is overheated and that oil spilled upon its exterior is being vaporized while the characteristic burned oil smell from under the hood signifies that oil smoke is escaping through the breather opening, as a result of the "blowing down" of gases into the crankcase past loosely fitting pistons. Overfilling of the crankcase with oil may

also cause oil smoke. Brakes that are badly overheated usually make their condition known by the smoke and smell arising from the vaporizing oil accidentally present on their drums and band linings and if rubber is a component of the lining material its odor is usually recognizable. Running with the parking brake set is frequently first detected by the smell from its hot linings. An odor of "frying" grease may mean that lubricant is leaking from universal joint housings and is being scattered upon the muffler or exhaust pipe. Overheated wiring gives the smell of burning or other insulating material and when this is perceived, it should be immediately heeded, as it may indicate the start of a fire of electrical origin or that the generator is running hot enough to damage it. The operation of a car that is in perfect condition should be practically odorless to its passengers.

Starting Trouble.

Question.—About once in ten times that I leave my car and try to start the engine again, I am unable to do so, although I can tell, by the sound, that the starter turns it over. On these occasions, I have to put the car in gear and push it to get the engine going. Why is this? The distributor points have never been renewed, but if they were bad, wouldn't I have starting trouble every time?

Answer.—We do not know the cause of this trouble, but it may be that, at times, your starter takes so much current that it causes ignition to fail. We do not know whether you have trouble especially when you have left your car standing for a long time, where it is very cold, but if you do, the above theory is probably correct. The engine oil gets so stiff under these conditions and the starter draws so heavily on the battery, that its voltage may fall below that required to produce a good spark. If you have not done so already, check up your spark-plug gaps to make sure they are not too wide. Write us again, if you can give us any further information.

Retiming Ignition.

Answer to F. E. R.: To time ignition: Remove clutch hand-hole cover to see dead centre mark on flywheel, hand crank engine over until it is on upper dead centre, and until both valves of No. 1 cylinder are closed, as indicated by their push-rods being free. Fully retard spark lever. Loosen the set-screw in the breaker cam and turn the cam until the rotor button of the distributor stands under No. 1 spark-plug cable contact. Locate the cam on its shaft so that when the lost motion in the distributor drive-gears is rocked right-handedly, the breaker contacts will separate and when it is rocked in the opposite direction, the breaker points will just come together. Tighten the cam set-screw and replace distributor parts.

GOODYEAR TYRES.

Fourth Plant Opened at Wolverhampton.

When the new factory of the Goodyear Tyre and Rubber Company started production recently at Wolverhampton, England, it marked the opening of the fourth Goodyear plant within the British Empire.

The first unit was established at Bowmanville, Canada, in 1909, the second in New Toronto, Canada, in 1917, and the third in Sydney, made its first tyre two months before production was inaugurated in England.

This latest Goodyear factory is located in a city of 108,000 people. It employs 1400 workers, and has a production capacity of more than 2000 tyres daily.

SEALED BONNET.

Chev. Test Tour.

ECONOMY PROVED.

Melbourne Aug. 24. At 5 p.m. to-day, the members of the "Sealed Bonnet" Chevrolet tour expect to be in Melbourne. They were in Albany last night, and reached Goulburn on Wednesday night, after leaving Sydney at 1 p.m. on that day.

On the return journey to Melbourne, the driver hoped, to duplicate or even exceed the performance registered by the car on its trip to Sydney, when it averaged 25 m.p.h. running time, and a petrol consumption of 32.08 miles per gallon.

Nash New "400" Series Important Features.

Three series.
16 enclosed models, 6 open models.
4 wheelbase lengths.
Salon bodies.
Twin Ignition motor.
Aircraft type spark plugs.
High compression.
Bonnalite aluminum pistons.
(Invar struts).
7-bearing crankshaft.
(hollow crankpins).
Houdaille and Lovejoy shock absorbers.
(exclusive Nash mounting).
Torsional vibration damper.
New double drop frame.
Bijur centralized chassis lubrication.
(lubricates 21 vital parts by 1 stroke).
One piece Salon fenders.
Clear vision front pillar posts.
All exterior metalware chrome plated over nickel.
Shorter turning radius.
Longer wheelbase.
Easier steering.
Body rubber insulated from frame.
Biflex-Nash bumpers and bumperettes.
FREE RIDE FOR PROSPECTIVE BUYERS

Twin Ignition.

CREATES—

More power and greater speed.
Fuel Economy.
Faster Burning.
Thorough Combustion.
Uniform power impulses.
Higher compression with

Absence of spark knock.
All cars with spare tyre & complete set of tools.

NASH STANDARD SIX:

Touring.....\$81.200
2-door Sedan.....1,284
4-door Sedan.....1,350
Cabriolet.....1,386

NASH SPECIAL SIX:

Touring.....1,480
2-door Sedan.....1,488
4-door Sedan.....1,516
Cabriolet.....1,516

NASH ADVANCED SIX:

7-seater touring.....1,780
7-seater 4-door Sedan.....2,150

STOCKS CARRIED.

Prices for other models on application.
Spare parts in stock.

WONG SIU WOON

Sole Agent for SOUTH CHINA.

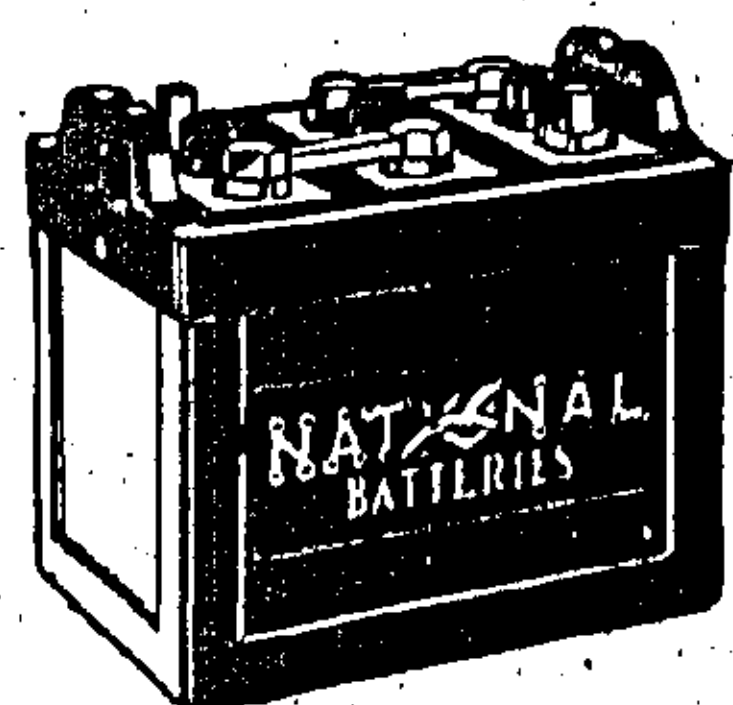
21, POTTINGER STREET. PHONE C. 1474.
Service Station 76 Des Vaux Road Central. Phone C. 644.

NATIONAL BATTERIES

give the biggest value at the most Reasonable PRICE:

TYPE	CAR	PRICE
611RF	Auburn 4, Buick, Ford, Chrysler 4, Chevrolet, Whippet 4, Plymouth.	\$22.50
611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile.	\$25.00
613RF	Buick, Studebaker light & Std. 6, Gardner, Willys-Knight.	\$27.50
613SF	Auburn 8, Buick M. 6, Chandler, Hudson, Packard 6,	\$32.50
615RF	Chrysler 72 & 80, Studebaker Big & Spec. 6, Packard 8, Nash, La Salle, Cadillac.	\$40.00
127SF	Dodge before 1926, Graham Truck.	\$45.00

your next battery should be a NATIONAL. BIG SHIPMENT ARRIVED.



Sole Agents:

A. LUNG & COMPANY
19, Queen's Road Central, HONG KONG.

The object of this comfortable tour was to demonstrate the economy and reliability of a standard Chevrolet tourist. Mr. T. B. Mealy, of Mealy's Garage, Pty., Ltd., Melbourne, organised the test and drove the car. As passenger came Mr. R. E. Barnes, while Mr. Clarke, of the "Australian Motorists" was official observer. Each had all necessary luggage.

Oil Cannot be Added.

Before leaving Melbourne the bonnet of the car was sealed in three places by Mr. Harrison, secretary of the Chamber of Automotive Industries, and one of the objects of the tour was to return

with the seals intact. This meant that oil could not be added to the crankcase supply. An official examination will show how much the car consumed when the sump is drained at the end of the journey.

Both passenger and observer were enthusiastic about the riding comfort and flexibility of the car.

Intermediate performances on the journey were: Melbourne to Lakes Entrance, 30 m.p.h. and 32 m.p.g.; Lakes Entrance to Eden, 25 m.p.h., and 33 m.p.g. The total mileage was 472, covered in 29½ hours actual running time. Actual travelling time was from 10.55 a.m. on August 11, to 3 p.m. on August 15.

GREATER SATISFACTION IN STUDEBAKER'S

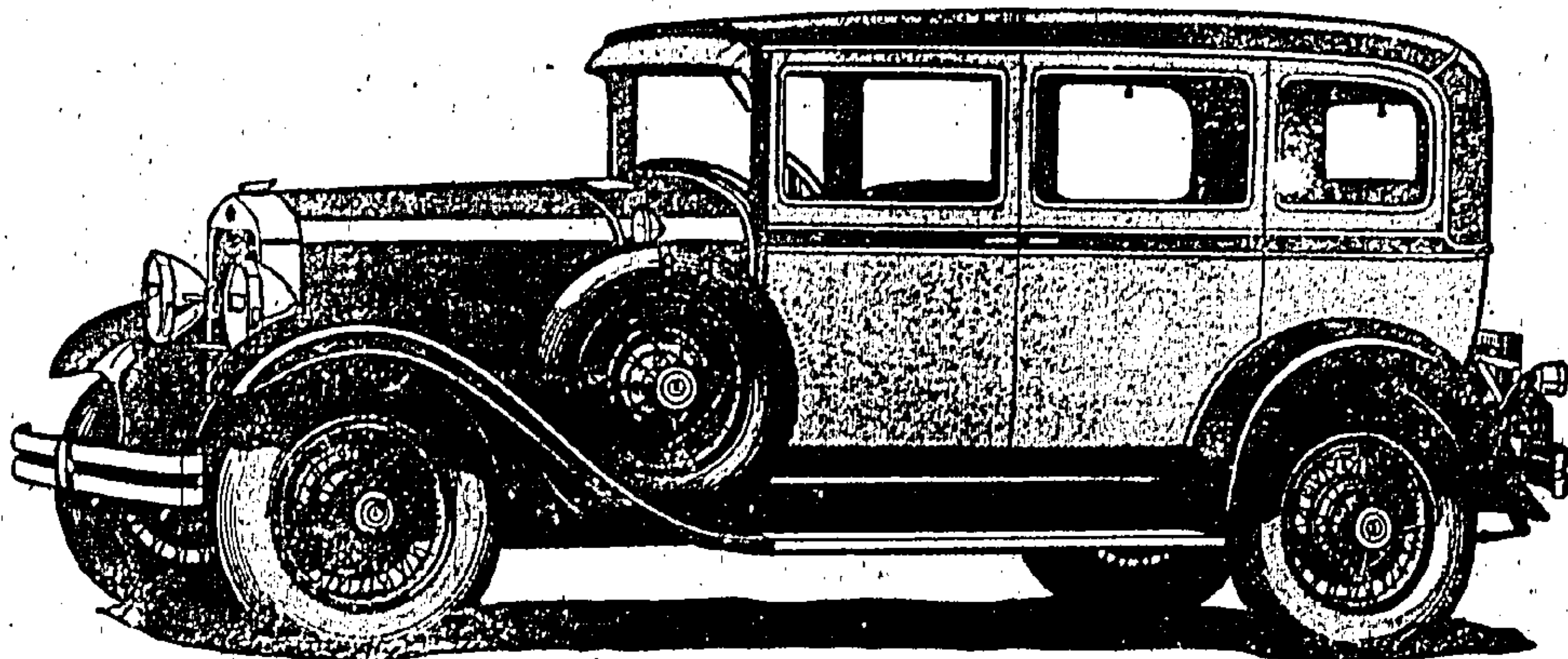
NEW ERSKINE SIX

STUDEBAKER'S new and greater Erskine Six brings new joy to motoring. It offers the happiness of driving a smooth, satisfying six at lowest cost.

The Erskine's rich new beauty of line and colour, fine upholstery and complete equipment, will delight the most critical. Lengthened wheelbase and hydraulic shock absorbers assure

restful riding ease. This Erskine offers you performance of the only low priced car which ever raced 1000 miles in less than 1000 minutes.

The price of this new five seater Royal Sedan is low because of Studebaker's \$20,000,000 resources. Studebaker quality materials and engineering genius reduce the operating cost of this new Erskine Six to a minimum.



A Car for Every Purse and Every Taste

Studebaker builds four great lines of cars—The President Fifth, The Commander, (29,000 miles in less than 25,000 minutes), The Director and The Erskine. Each offers championship performance and high value. Each is backed by Studebaker's 12-month guarantee.

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STUDEBAKER'S

ERSKINE SIX

SOCONY SCORES AGAIN! CANTON-SHANGHAI

NON-STOP FLIGHT

BARON VON HUENEFELD

CHOSE AND USED

SOCONY MOTOR GASOLINE

(NOT AVIATION GRADE)

THE SAME GASOLINE

SOLD FOR MOTOR CARS

BY

OUR DEALERS AND
SERVICE STATIONS

EVERYWHERE

STANDARD OIL CO. OF NEW YORK.

MOTORISTS' SUPERSTITIONS.

"Coolies Rush in Where Evil Spirits
Fear to Tread."

Probably every motorist knows some other motorist with a peculiar fad when he is on the road.

There are some who consider it bad luck to pass a funeral. And on Saturdays, in New South Wales at least, there seem to be an inordinate number of funerals. What happens to the man who refuses to drive further when he sees a funeral? He can't ever get far on a Saturday.

Quite a few persons will drive miles around the country to avoid passing a black cat. You probably laugh at a man who has the "Can't-pass-a-black-cat" complex. But isn't it true that you won't park your car outside any building which is numbered 13?

Actually, we all have some fad or other in respect to motoring. They are world-wide, however, and no one nation can say it is devoid of them, for in some countries they are so pronounced as to have become customs. And not all of them have a sensible application.

There is a man living in a suburb of Sydney who always picks up horseshoes, on the road and nails them on his garage door at home. Not because he thinks for a moment he is saving other motorists from tyre troubles, but because he thinks it is good luck to do so. Yet in its wider application this superstition is doing good to all other motorists travelling the same road.

Must Point Right Way.

In Manila, in the Philippines, native drivers regard horseshoes as being more than ordinarily burdened with good luck. If the driver spies a horseshoe on the road, with the points towards him, he stops his car and picks the horseshoe up. He does more. If the points are showing away from him, he drives round and comes back to pick it up from the right direction. He just picks it up and tosses it over his head on occasions. But in the majority of instances the horseshoe goes from the road, and other drivers are saved from the nuisance of punctured tyres.

Such a practice is not recommended for the busy hour in Pitt-street, Sydney, nor is it advisable to turn round in that thoroughfare so as to approach the horseshoes from the right direction to invite good luck.

Japanese Are Useful.

Japan is rightly renowned for the courtesy and civility of its nationals. There is a peculiar custom in Japan with a very sensible application. All cars in use in Japanese streets are required to have splashguards for use in rainy weather. Even a Studebaker President recently purchased for Prince Kitoshirakawa, of the Royal household, had to be fitted with them before delivery could be made. Thus equipped, when a car runs through a puddle, the resulting spray is deflected by the guards. It is a custom which might well be adopted by other countries.

Japan, like New South Wales, demands a tail-light which cannot be extinguished from the dashboard. But Japanese authorities also insist on a dome light for constant use at night. Maybe this is to prevent exuberant love-making in public. Incidentally, in Japan, one must have a bulb horn, in preference to the up-to-date electric horn, and no driver can smoke while driving.

In Hongkong the old adage might be construed to read "Coolies rush in where evil spirits fear to tread," for the coolies have a peculiar superstition that to rush in front of a moving car is to frighten away all evil spirits which may be hovering in the vicinity. It is a superstition which often results tragically for those who possess it, and one which gives drivers no end of worry.

Commissars and Cows.

In Germany the antipathy towards the number 13 is more pronounced than anywhere else, and motorists all over the country refuse that number-plate. Any foreigner who has the temerity to accept it, and drive his car in

STEP ON IT.

U. S. Speed Limits
Raised.

CARS NOW SAFE.

Satisfied that modern cars—and good roads—make fast travelling quite safe, 10 of the United States have increased their speed limits on highways, and one State has said to its motorists: "Go as fast as you like, except at —," and nominated danger spots.

Some limits were raised as much as 10 miles an hour, and nearly all now have legal speeds of from 35 to 40 miles an hour on open roads. In cities, speed limits range from 15 to 25 m.p.h., varying with the width of streets.

Germany with that number attached, receives quite a deal of sorrowing deference.

In India, the lowly cow, which, on the road in Australia is treated with scant ceremony, and may have a piece of her hide shorn off by an irate motorist's fender, is regarded as a sacred animal, and is always given the right of the road, no matter how the traffic is disorganised behind her. Any driver who touched a cow wandering across even the busiest intersection would soon know something of the penal code of India.

Russian commissars have established a custom which has something of good sense in it as well. When one of the common motorists meets a commissar's car it is the custom to pull right over and make a clear path for authority. It is founded not only on courtesy, but on safety, for commissars are generally in a hurry, and brook no interference by the lowly "comrades."

Some countries, notably Mexico, attach a religious significance to the purchase of a car, and invariably the purchaser has the family car blessed by the local priest. St. Christopher being generally accepted as the patron saint of motoring, St. Christopher emblems are carried by motorists and aviators the world over.

Judging by recent occurrences in Sydney, several motorists have a superstition against stopping when they have run down a pedestrian. This is a superstition which police are anxious to stamp out. (Sydney Sun).

TYRE FRAUDS.

New York's Queen
Industry.

JUNK RUBBER USED.

Tons of reclaimed rubber, salvaged from worn out hot water bottles, and discarded hose and tyres, are used every month in New York by "gyp" tyre retreaders who rejuvenate old castings and sell them as new, first-quality tyres.

This was discovered by an investigating committee of the Better Business Bureau of that city, which found that the desire to get something for nothing causes motorists to buy useless tyres at apparently bargain rates. The committee considers the tyres a menace to life as well as a gigantic fraud.

Obscure factories in various parts of the city turn out the tyres.

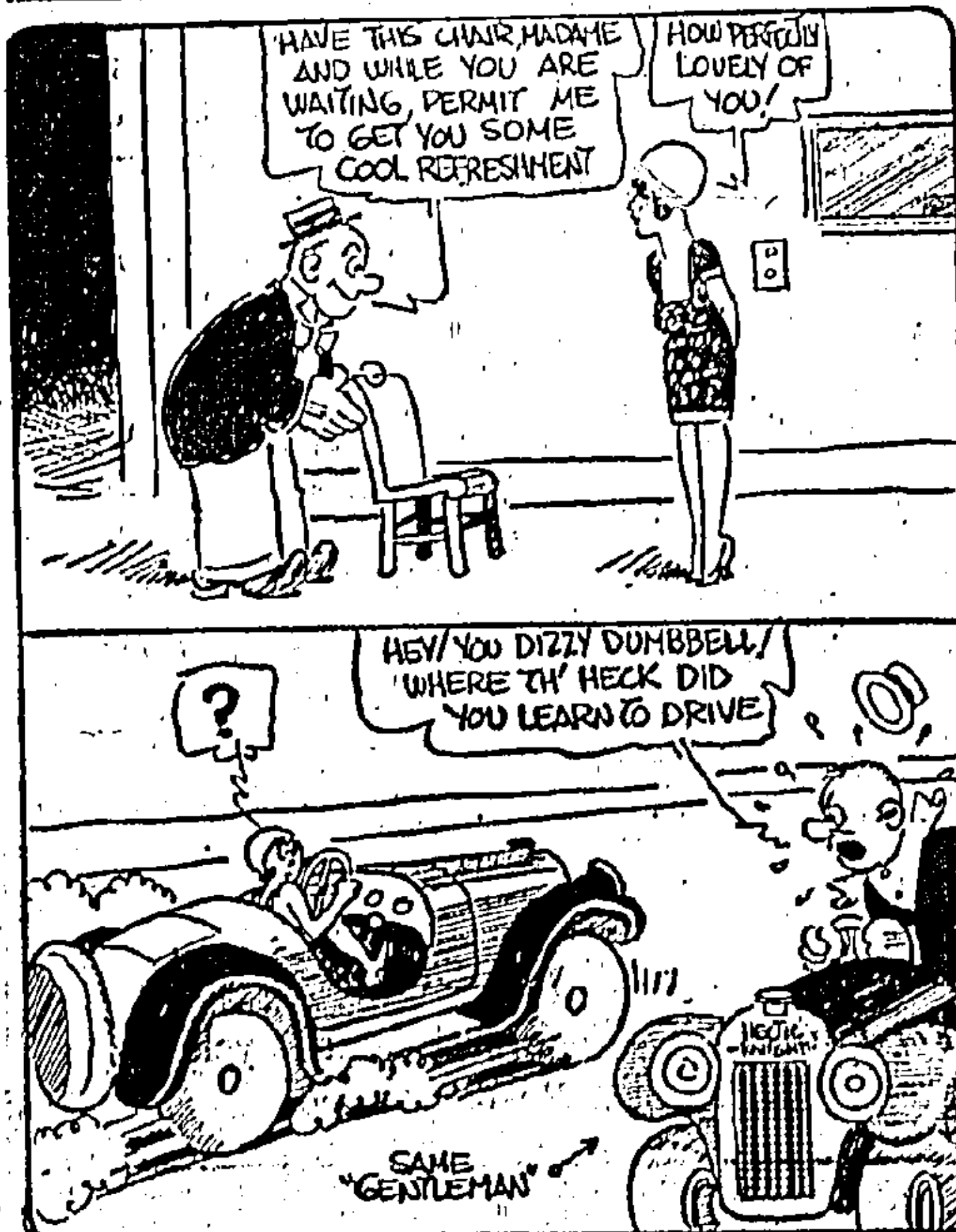
In one instance a plant was discovered by following truckloads of junk castings carted from garbage dumps and secondhand dealers' shops.

Nice Discrimination.

Even in the "gyp" tyre trade there are first and second grades. The firsts are unbroken castings, and the seconds are blow-outs which have been cracked or split. The retreaders frequently use tyre moulds obtained from companies which have ceased business. Reputable tyre names and trends are also forged, and the retreads are wrapped in fresh paper to simulate a new tyre.

Retreads are sold in various ways. Some makers will not deliver, others will send by mail, but will not deliver locally. Usually the tyres are sold from unmarked vans in busy streets to motorists found in their cars. The salesmen whisper that the low prices of the tyres are due to the manner in which they were obtained, and that they must be sold in a hurry.

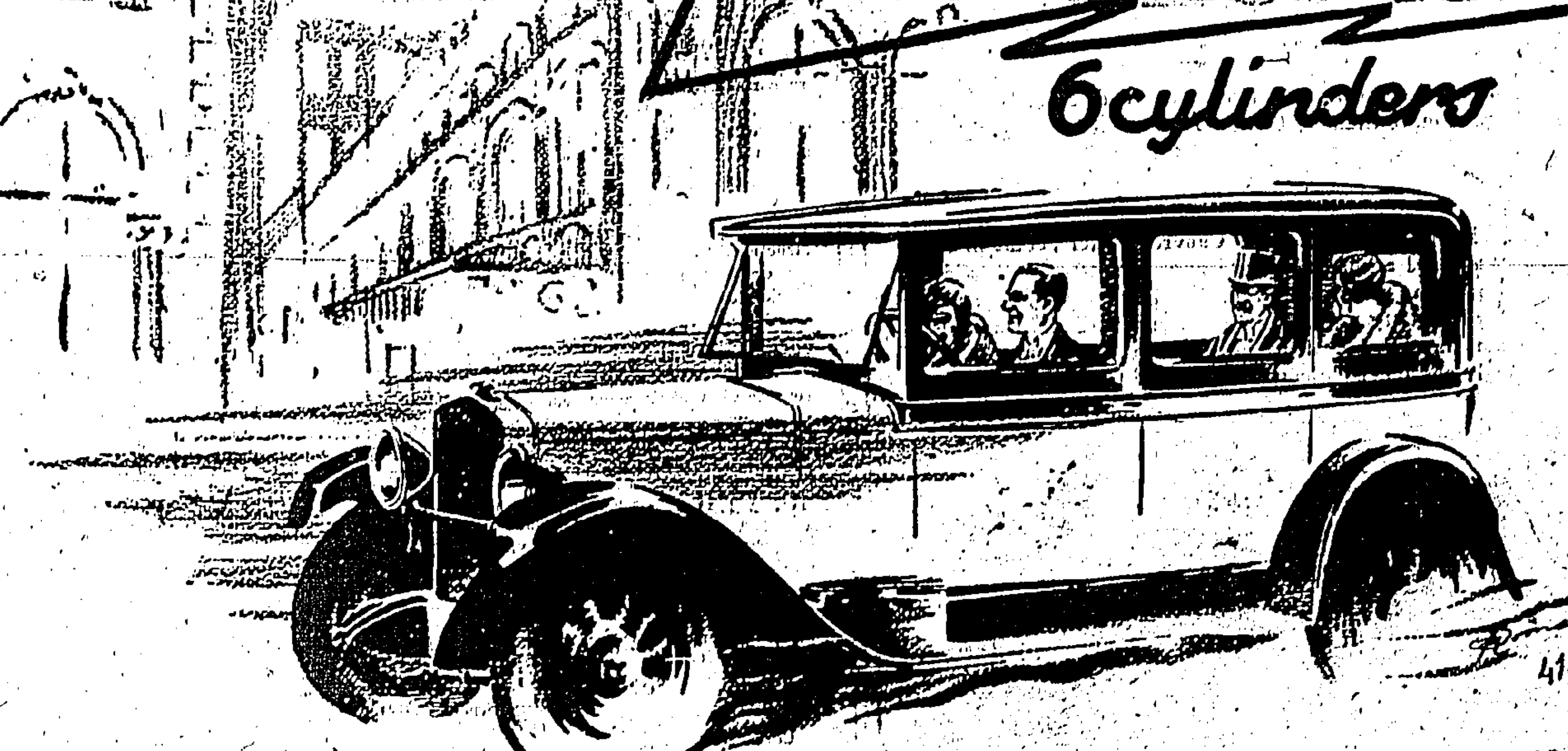
KNIGHT OF THE AUTO.



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FIAT

THE CAR OF CARS—AND
Yours for \$3,100



NEW STOCK SOON ARRIVING
BOOK YOUR DEMONSTRATION RUN NOW.

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SOC. ITALIANA. IMP. ESTREMO ORIENTE, LTD.
Manager—A. GÖEKE & COMPANY.

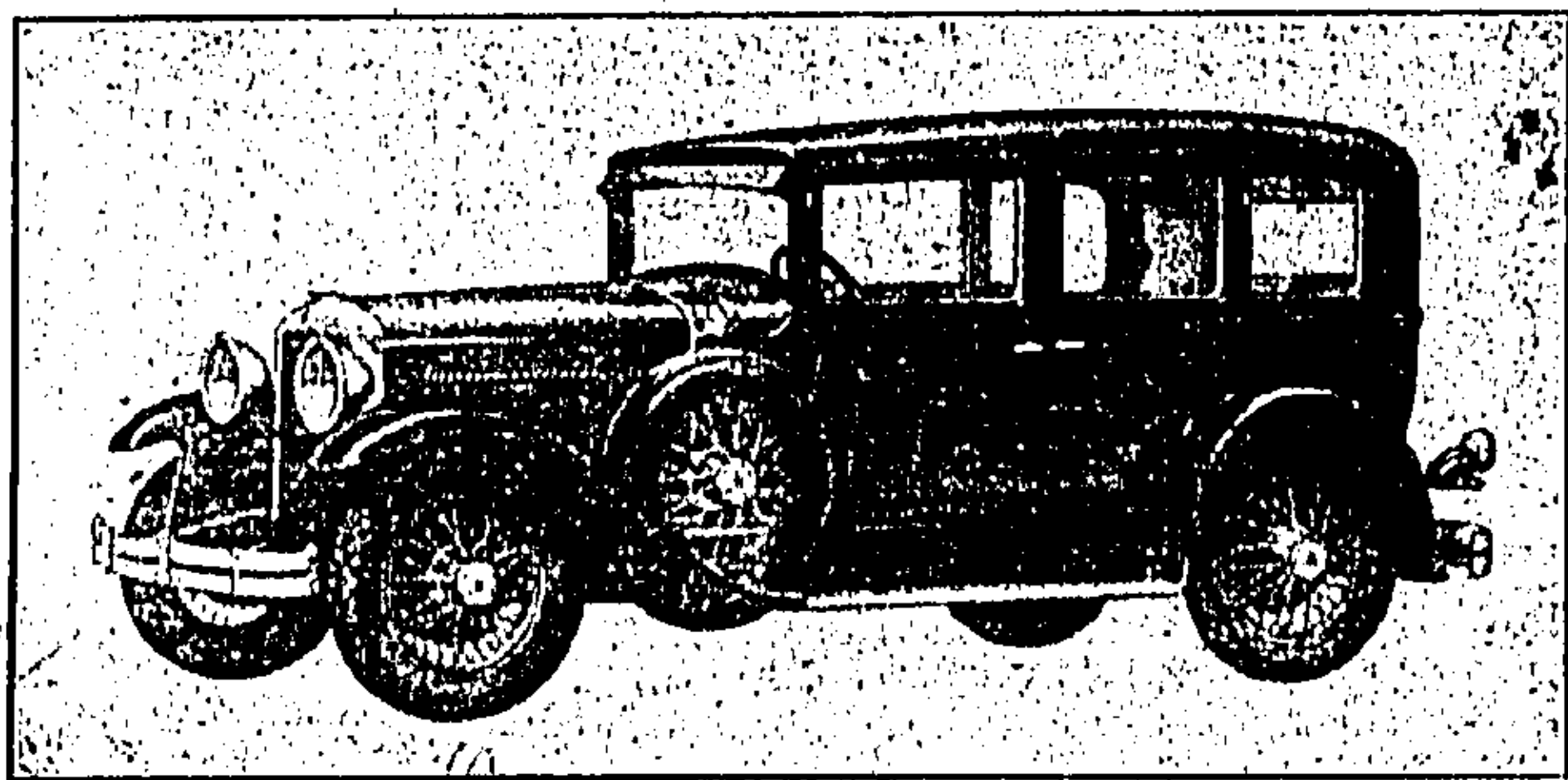
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DRAGON MOTOR LIVERY SERVICE.

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CLOSED CARS.

Changing Europe's Mind.

Increasing popularity of closed cars in Europe is indicated by the fact that one of the largest manufacturers in France is now producing more closed than open models.

Ratio of this factory's production is two sedans and one cabriolet to every touring car.

AILSA CRAIGS.

For Ship's Launches.

Five ships' motor launches are at present being constructed in Great Britain, each being fitted with an Ailsa Craig 20/24 p.h. four-cylinder marine engine. These boats, it is understood, are for use on ships at present building for the Canadian National Railways.

The Ailsa Craig Motor Co., Ltd., has also received from a well-known yacht builder at Hamburg an order for a 28/36 six-cylinder engine, it being specified that the installation shall be constructed to operate on paraffin fuel.

It is a satisfactory indication of the increasing popularity of British engines abroad that this is one of a number of orders received from the Continent by the manufacturer in question during the past few weeks.

Trials were run recently of a new launch fitted with an Ailsa Craig 20/24 p.h. four-cylinder unit, fitted with reduction gear, which has recently been built for a firm of shipowners in Liverpool. The results were very successful, and the engine ran without a hitch throughout the trial.

Immediately at the conclusion of the trial, the boat was lifted straight on board a ship, which left for West Africa the following day, the launch being appropriately named "Ailsa."

ACCIDENT CAUSES.

Interesting Figures in U. S. Report.

Washington, Sept. 1.—During every twenty-four hours of 1928 an estimated average of 2300 persons are being killed or seriously injured on the streets and highways of the United States. The estimated economic loss for the first six months of 1928 was \$350,000,000, exclusive of small property damage and insurance premiums. At the present rate of increase the "Grim Reaper" will exact a toll of 40,000 human lives in highway accidents during 1928. These figures were part of an analytical highway safety report issued to-day by the American Road Builders' Association.

During the first six months of 1928 the American Road Builders' Association estimates that 13,750 persons were killed and 412,500 seriously injured in highway accidents. The toll for 1927 was 26,618 killed and 793,700 seriously injured, a total of 825,318 casualties. At the present rate approximately 27,500 persons will be killed by the end of 1928.

Data Analyzed.

What do these figures show? Do they indicate that the American people are becoming alarmingly careless at the wheel of an automobile or while walking upon the street? Do they mean that modern cars are too fast or too inefficient to be safely operated on our system of highways?

A careful analysis of highway accident statistics will show the latter to be largely untrue. The principal causes of highway accidents, it will be shown, are discourtesy and carelessness on the part of both drivers and pedestrians. The statistics prove the following points:

1. That the most important causes of highway accidents where motorists are principally at fault are, in order of their importance—in attention, speeding, traffic law violation and intoxication. Of the 26,618 killed in 1927, motorists were at fault in 11,765 fatalities, and all but 1882 were attributed to the above causes.

Causes Listed.

2. That the most important causes of highway accidents where motorists are principally at fault are—children playing in the street or crossing in violation of traffic law, adult jay-walking, inattention and confusion. Of the 11,367 deaths caused principally by pedestrians in 1927, all but 1,250 were attributed to these causes.

3. That adverse physical conditions, such as wet streets, defective roads, poor lights and narrow streets, caused but 3,586 deaths.

4. That the human factor is responsible for 95 per cent. of all accidents.

5. That the human factor which causes highway accidents is largely the result of certain definable physical conditions, such as complex traffic laws, traffic congestion, discourtesy on the part of fellow motorists, carelessness on the part of fellow motorists, fatigue, physical incompetency, lack of confidence and the improper conduct of pedestrians.

6. That approximately 60 per cent. of all fatalities are pedestrians.

Children Killed.

7. That more than 80 per cent. of all fatalities are children of school age.

8. That accidents involving pedestrians continue to climb in number much faster than accidents involving only motorists.

The American Road Builders' Association has collected much data related to the causes of highway accidents. The organization has used, in addition, much information already made available by other associations interested in the safety problems. The road organization has launched as a result of its studies a national highway safety campaign, based upon what it believes to be the fundamental principles of highway accident prevention. These principles are in brief:

1. That all cities and communities should undertake local campaigns to educate pedestrian traffic in the principles of courtesy and caution while on the public street or highway. The use of common sense is recommended in lieu of complex traffic rules.

2. That all States should adopt a system of examination and licensing of motor vehicle drivers.

3. That the adoption of the uniform codes of States and municipal traffic laws based on the report prepared by the national conference on street and highway safety is desirable.

4. That the education of drivers in the principles of courtesy and caution should be undertaken in all communities.

BROOKLANDS SURBITON MOTOR CLUB RACE MEETING

September 1st 1928.

1ST SURBITON JUNIOR SHORT HANDICAP

1ST J. R. JEFFRESS... BUCATTI

1ST SURREY SENIOR LONG HANDICAP

1ST Capt. A. G. MILLER... DELAGE

1ST ONE LAP HANDICAP, ALL COMERS

1ST Capt. A. G. MILLER... DELAGE

1ST THE 50 MILES HANDICAP

1ST Capt. WOOLF BARNATO... BENTLEY

(Driver D. Froy)

At 115.55 m.p.h.

All won on



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Make the chart your guide

There is a correct grade of Mobiloil for your Car or Motor Cycle. Over 600 Motor Manufacturers approve the use of Mobiloil—striking testimony to its use and reliability.

VACUUM OIL COMPANY.

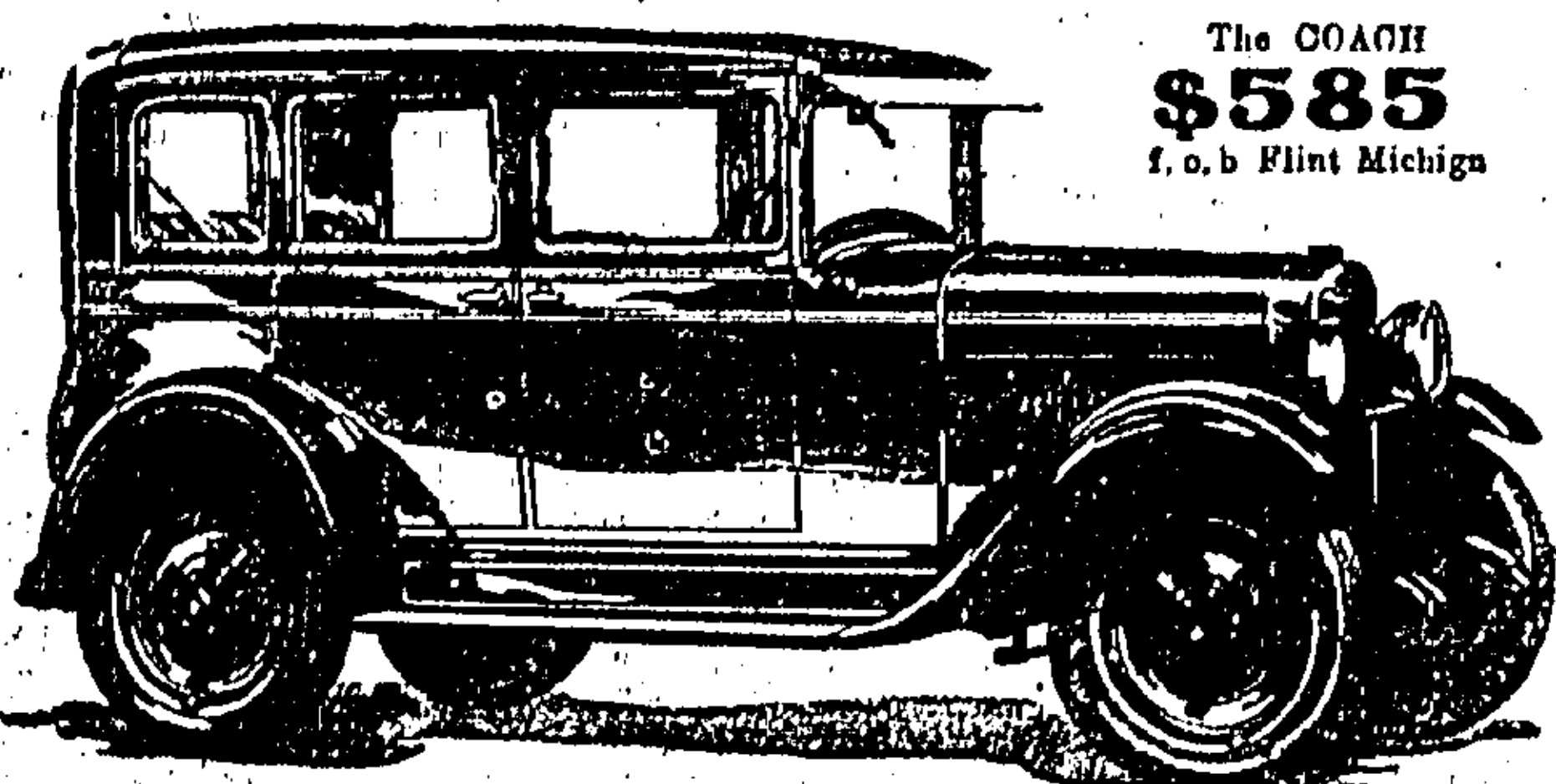
for Economical Transportation



10 Big Reasons why Chevrolet is First Choice of the World for 1928!

With over 750,000 new Chevrolets on the road since January 1st—an average of more than 30,000 new owners each week, to day's Chevrolet, by a tremendous margin, is first choice of the world for 1928!

If you do not know all that today's Chevrolet offers, come in and study this sensational automobile. See how completely it provides the ten great basic factors which automobile buyers everywhere are now demanding! Satisfy yourself that the purchase of a Chevrolet assures you more automobile and more all-around satisfaction than you ever thought possible at prices so amazingly low!



The COACH
\$585
f. o. b. Flint Michigan

1. DESIGN For fourteen years Chevrolet has followed a policy of constant progress in engineering, with the result that to-day's Chevrolet is modern in every detail of design.

2. APPEARANCE To-day's Chevrolet provides beauty of design and proportion to an exceptional degree because Chevrolet has at its disposal the unmatched facilities of the Fisher Body Corporation.

3. FEATURES Because the Chevrolet Motor Company has both the desire and the ability to provide quality features typical of the finest cars, to-day's Chevrolet is everywhere regarded as the world's most luxurious low-priced automobile.

4. PERFORMANCE Chevrolet's amazing performance is the result of a valve-in-head motor whose power is a matter of worldwide fame and whose snap and smoothness are assured by alloy invar-strut pistons, large valves with mushroom type tappets, accurately counter-balanced reciprocating parts, and an extremely efficient fuel carburetion and distribution system.

5. COMFORT The Bigger and Better Chevrolet is built on a 107" wheelbase, equipped with four long semi-elliptic springs set parallel to the frame. The seat cushions are provided with deep, resilient springs. This is a comfort combination unmatched in any other car at such low prices.

6. HANDLING EASE For ease of control Chevrolet design incorporates a full ball bearing steering gear, smooth-shifting transmission, light pedal action clutch and big non-locking four-wheel brakes.

7. ECONOMY Chevrolet owners enjoy true economy of operation because of such modern features as pump circulation of oil and water, oil filter, air cleaner, ultra-efficient carburetion, crankcase breathing system and thermostatically controlled cooling.

8. MAINTENANCE Chevrolet enjoys a world-wide reputation for low maintenance costs because it is basically rugged in construction, built of the finest materials with the most modern precision equipment and embodies the results of millions of miles of testing at the General Motors Proving Ground.

9. RESALE VALUE Chevrolet's resale value is unusually high because Chevrolet's rugged construction assures many thousands of miles of dependable transportation while Chevrolet's style is so advanced that it maintains its good appearance for years.

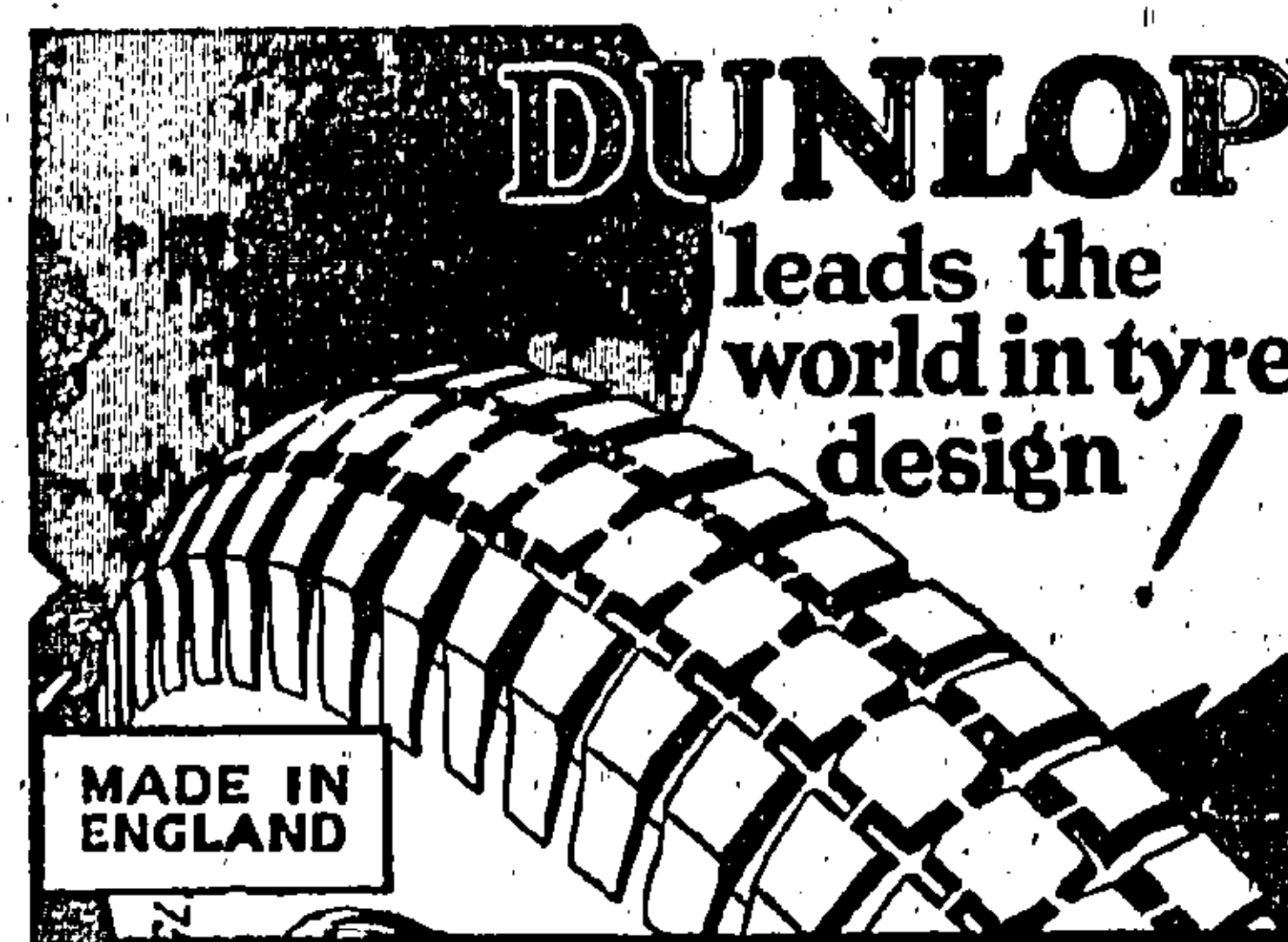
10. PRICE As a result of worldwide popularity and tremendous production from fourteen great modern plants, Chevrolet is able to offer these beautiful modern cars at these amazing low prices.

The Touring	\$495	The Imperial	\$715
or Roadster		London	
The	\$585		
The Coach		Utility Truck	\$520
The	\$595	(Chassis Only)	
The Coupe			
The 4-Door	\$675	Light Delivery	\$375
Sedan		(Chassis Only)	
The Convertible			
Sport	\$695	All prices f. o. b.	
Cabriolet		Flint, Michigan	

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.



DUNLOP

leads the
world in tyre
design!

MADE IN ENGLAND

THE MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England

(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS.

THE UNION TRADING Co., Ltd.

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SUCCESS FOLLOWS SUCCESS!

MONET-GUYON CHAMPION OF FRANCE (Tourist)

1928

FRENCH CUP

Machines up to 250 c. c.

1st HOMMAIRE on M.G.

CHAMPIONSHIP OF FRANCE

Won four years in succession,

1924, 1925, 1926 and 1927

on M.G. Machines.

The Latest 1929 Models are due

per

S.S. City of Mobile

and

S.S. City of Perth.

For Particulars: The French Motor Cycle Co.

46, NATHAN ROAD, KOWLOON.

YOU can safely entrust your vision to us. If glasses are needed they will be accurately made and fitted.

HONGKONG OPTICAL CO.
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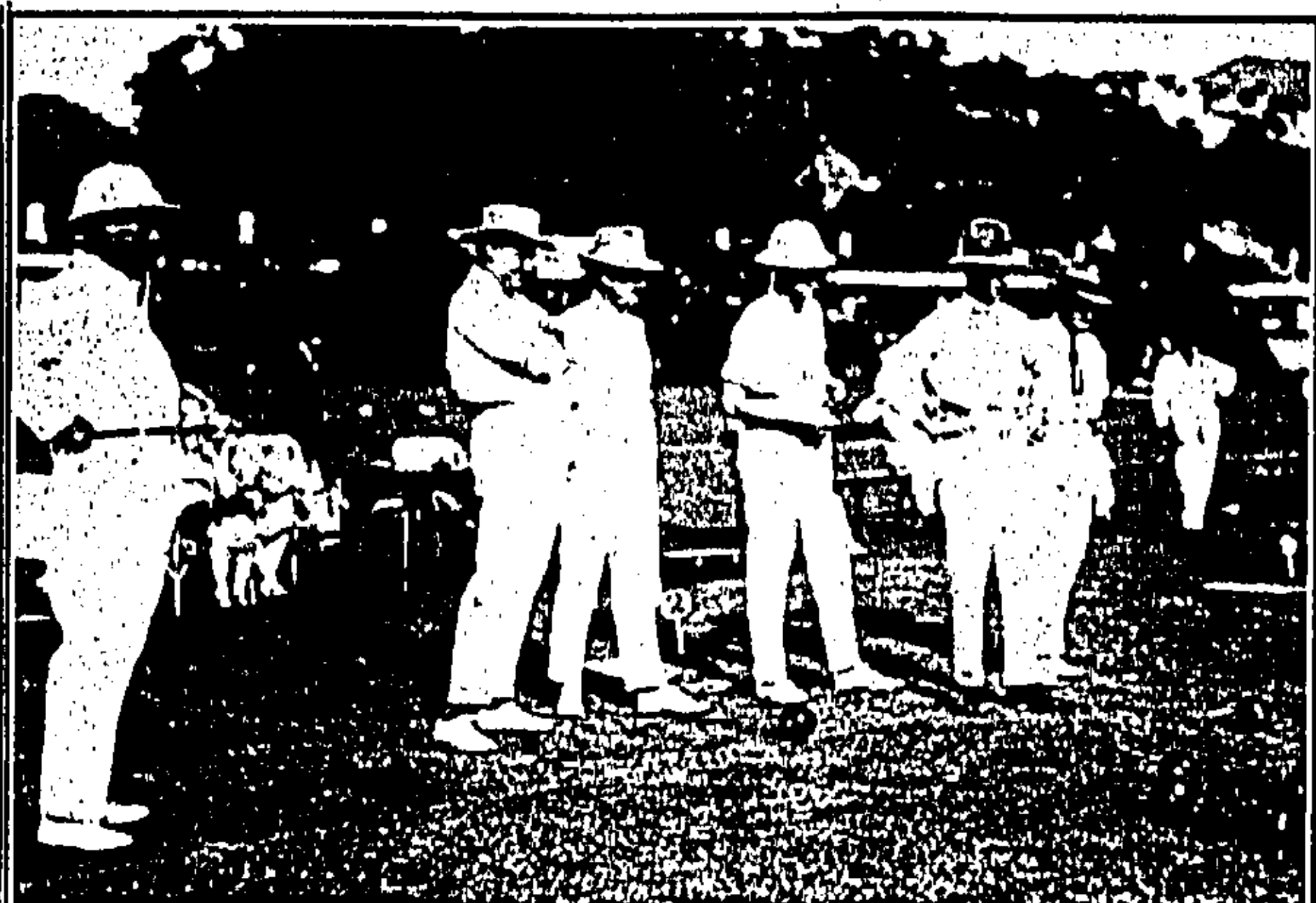
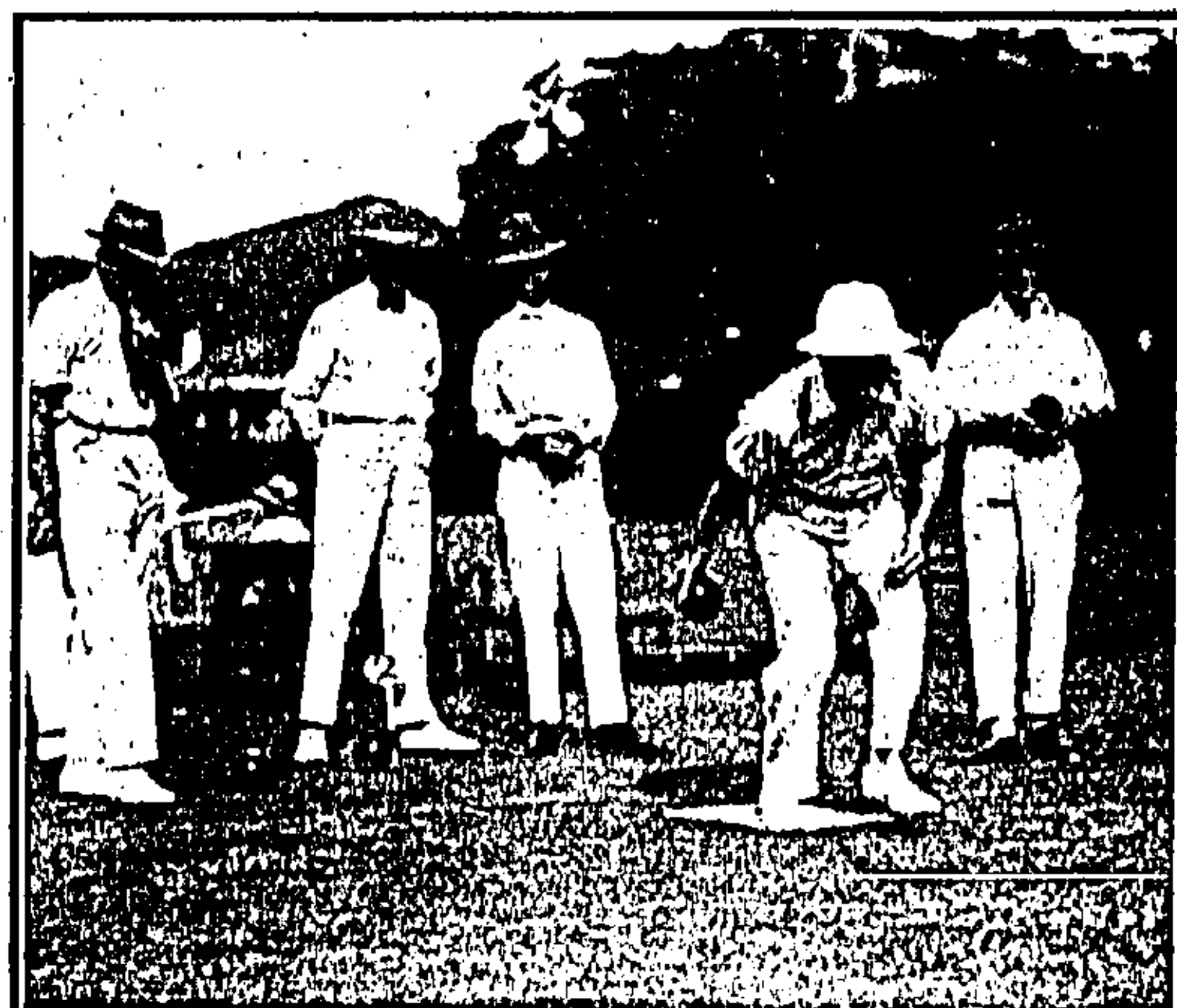
Hongkong Telegraph.

Pictorial Supplement

October 20th. 1928.

TO OUR READERS

We shall be pleased to receive photographs of interest, for reproduction in this Supplement.



The final of the Inter-Departmental Lawn Bowls competition was contested between teams representing Government House and the P.W.D., the latter winning. In the picture on the left, H.E. the Officer Administering the Government is playing for Government House, whilst on the right is a general group of the players. (Photos: Mee Cheung).

It was from the boat seen above that Miss Watkins and Miss Tobin were kidnapped by bandits in Kwangsi. Miss Tobin is still in captivity, but Miss Watkins (seen above) was released.



Group of bridal party taken at the wedding of Mr. A. M. Thomson and Miss Elizabeth H. F. Shearer, which took place at the Wesleyan Church, Wanchai, on Saturday last. (Photo: Ming Yuen).



Above is seen this year's first eleven of Chinese Athletic, who, judging by their performance so far, bid fair to repeat their successes of the past two seasons. (Photo: Mee Cheung).



Above will be seen the Naval Relay Race and the start of the 100 Yards Open at the annual sports of the West River Patrol, held last week at Shamshien.



When H.E. the Governor of Macao visited Hongkong in connexion with the Grand Tattoo, he and his party were entertained at Government House, the above photograph being taken. (Photo: Ming Yuen).



Craigengower Cricket Club held its annual "At Home" last Saturday. The above pictures show the children's race and the lawn bowls match in progress. (Photo: Mee Cheung).



The finish of a sprint event at the Volunteer Sports held on the K.C.C. ground last Saturday. (Photo: Mee Cheung).



The Corps Tug of War at the Volunteer Sports last Saturday was won by the Scottish Company. (Photo: Mee Cheung).



An excellent snapshot of the "get-away" at the start of a sprint event at the Volunteer Sports. (Photo: Mee Cheung).

(By J. D. B.)

The Hotel Nanyang at Garoot.

civilization. Everywhere, we only observe the crowding of men. Incidentally, Java would have been island, we find, under the Moghul women and children, always clasped a very bright jewel in the crown of a red and yellow turban, and a red and yellow shawl, and decent, disporting themselves of the British Empire, but, for manners and beliefs of the native in the canals, lakes and rivers strategic reasons however, Great Britain abandoned it for Ceylon, with a Buddhist admixture, as well as a Soudanese and Javanese. The other necessity, or pleasure, shortly after the Napoleonic War, is the practice of closing shops. The English occupation, of the

FOR Breakfast, Tiffin or Dinner—
Wands from the Dairy Farm give
assurance of Purity and Quality.

Cooked Ham, Pickled Ox Tongue, Smoked Beef, Pressed Tongue, Pressed Beef, Brawn, Oxford, Tomato & Lunch Sausages, Pork and Meat Pies, etc.

The Dairy Farm Ice & Cold Storage Company, Ltd.

SOME OF THEM FAR TOO TECHNICAL.

Island only lasted from 1811-1818. The tomb of Lady Stamford Raffles, wife of Sir Stamford Raffles, the Governor-General of the Island, may still be seen within the seclusion of the famous Botanical Gardens in Buitenzorg, the permanent residence of the Governor-General of Java, about 36 miles from Batavia.

Coming to Hongkong first as a Cadet in 1891, Sir Henry May occupied, practically every administrative post in the local civil service, later going to Fiji as Governor. He returned in a few years as Governor of this Colony.

All of which is very feverish matter. Nevertheless, we do find some uniformity at the top, among the highbrows, and it is noticeable that the style of the best amateur and professional dancers in London, especially in competitions, is amazingly similar, even to the way in which the girl partner places her hand on the man's shoulder at a point obviously worked out to ten places of decimals. But where do the amateurs come in?

(By J. O. W.)

Perhaps a description of my method of photographing children may be of assistance to those desirous of taking natural pictures of their children out of doors. Before joining the child, carefully note its position in relation to the sun, and the background, and the pose shown, where the background, light and pose all fitted to produce a satisfactory picture. Exposure was $1/25$ th second, full aperture, distance 12 yards, two hours before sunset at Edinburgh Zoological gardens.

the direction of the area from which you will work, stroll casually over and study the background, keeping in mind the fact, often overlooked, that the lens of the camera is only waist high and therefore a different viewpoint from that obtained when standing erect, and makes a considerable change in composition.

The camera itself should not be made conspicuous while these preliminary observations are made. Appear to take no interest in the thing as you adjust your camera. Curiosity is aroused and it wants to inspect the lens. Therefore endeavour to keep the lens covered, right up to the moment of exposure.

I have found animals, especially dogs, stand intensely still and look with alertness at the lens of the camera when I have made a buzzing noise. Try that experiment and I am confident you will be pleased with the result.

THE act of choosing a hat—like matrimony—is something not to be undertaken lightly. There is no more striking instance of incompatibility than an unbecoming hat. Nor any better matched pair than a well-chosen Lincoln Bennett' and its wearer.

Ample and varied
stocks of
SILK HATS
FELT HATS
BOWLER HATS
STRAW HATS
and **CAPS**
are continually
passing through
our hands.



Lincoln Bennett
HATS
of Character
and Reputation

Lane, Crawford, Ltd.
Men's Wear Stylists.

Modes Become Intricate

Home Dressmakers
Who Have Been
Borrowing Styles May Tear Hair
Over the New
Puzzle Patterns



Maison Beer Offers
Angular Insets
Of Royal Blue Satin
To Trim This Gray
Flat Crepe Dress
For Mademoiselle



This Interesting Marcelle Lely Hat
Shows Stamped Hatters' Plush
Over a Wide Brim of Pale Beige Felt



Yellow Crepe Satin
Is Used by Redfern
For This Girl's
Evening Frock With
Its Unusual Dip
At the Back



Diagonal Pintucks
Adorn the Back of Both
Blouse and Skirt
On This Jean Patou
Evening Gown

COMFORT, chic and charm are the three C's that Fashion has endeavored to give equal representation in the autumn and winter mode.

For the past few years we have achieved comfort and chic, but charm has sometimes been neglected. In our delight in simple clothes, we often sacrificed beauty to utility. We had been so surfeited with meaningless frills and ruffles, all in the name of sweet femininity, that it was a real relief to dispense with all of them.

And suddenly, we realized that we had become as standardized as so many apples. We all wore plain little felt hats and sport dresses, or silk ones on straight, severe lines.

It couldn't last. Women aren't made that way. Now the tendency is completely away from the uniform, and variety, femininity, and even formality are achieved without any sacrifice.

Never were styles so subtle, so difficult to copy, so apparently artless, but so very intricate. The home dressmaker is going to tear her hair, and the milliner who has mastered the plain felt hat with the simple brim is going to wonder where to begin with her shears.

TAKE, for instance, Patou's new evening frock shown below at the left. It has diagonal tucks both on the blouse and the skirt. In spite of its simplicity, that skirt is a triumph of cut and design. It achieves the long back and the draped effect in the most logical fashion—but it is a complete puzzle to the amateur.

Take, for another example, Beer's sport dress at the upper left. It is of gray flat crepe with the insets of royal blue satin. Notice how carefully shaped and fitted are those bands and how expertly the collar and cuffs are fitted. There is a small and most intriguing cape that hangs down the back, revealing a lining of brilliant blue. A scarf of checks in grey and blue, and a grey felt hat complete the ensemble. It looks simple, but how much more sophisticated the simplicity than that of the straight line sport frock.

And what could be more youthful and girlish than Redfern's frock of yellow crepe satin, which dips at the back and reaches its shortest line at the left side? It is the model shown at the upper right. The skirt is cut in the new circular lines, and the waistline has almost reached normal. And the whole feeling of this costume is different from the longer waisted, straight skirted frock of yore. That wide sash, too, is lovely—and yellow satin is one of the most satisfying of all selections for the evening.

IN millinery, the same artistry prevails. The hat from Marcelle shown above, is an excellent example, combining stamped hatters' plush and a brim of pale beige felt, cut much wider on one side than the other.

The brim takes graceful curves and the crown is considerably shallower than has been seen recently. Paris is undoubtedly sponsoring the lower crown and the wider brim—and there is a femininity expressed here that is most challenging. Yet the most tailored type of woman would not feel overdressed in this hat.

Hats that come in high colours—and many of them do—are more conservative in line.

The wrap at the right, from Philippe et Gaston, shows how the winter evening wrap may share in the revived femininity, decorated with wide bands of sable fur.



Sable Fur Bands Trim
This Gray Velvet Wrap
Made for Madame Lely
By Philippe et Gaston

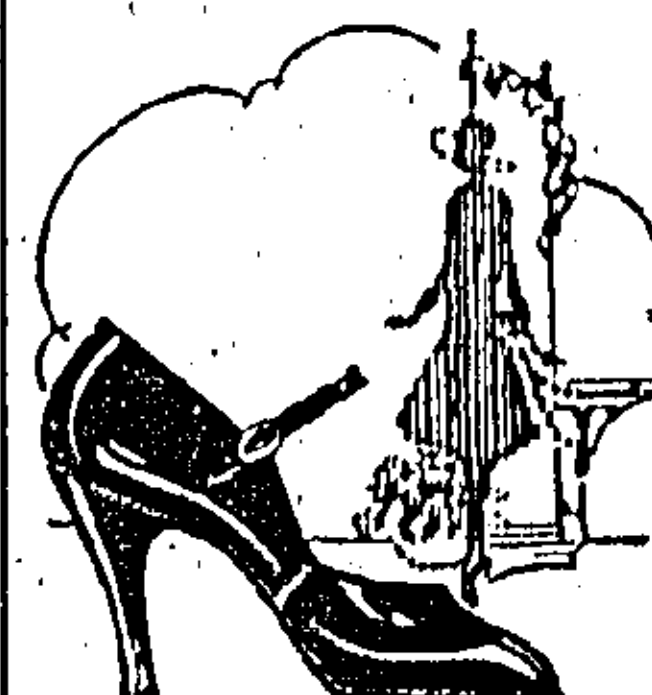
When You Think of Shoes—

THINK OF—

GORDONS
Footwear for Milady

The opening of this Salon will be an event of the utmost importance to every well-dressed woman.

The exact date will be announced shortly.



Hongkong's exclusive
FOOTWEAR SALON
will be at—
ROOM 7,
Second Floor,
KAYAMALLY BUILDING.

Under the supervision of
Mr. W. S. Drake, late of Wm. Powell, Ltd.

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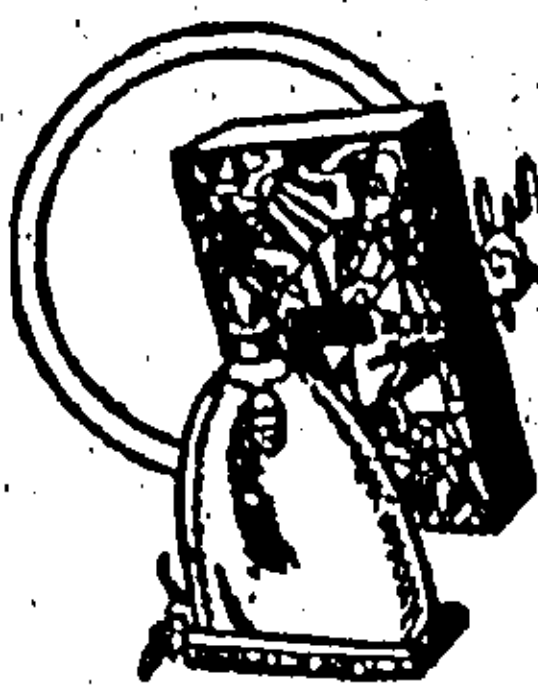
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THE MANAGER
THE HONGKONG TELEGRAPH
1-3, WYNDHAM STREET.
TELEPHONE CENTRAL NUMBER ONE.

Hongkong Telegraph.

Pictorial Supplement

October 20th, 1928.

WE specialise in
world-famous
PERFUMES and
FACE POWDERS
and are now showing
a dainty and fresh
selection of COTY'S
FAMOUS TOILET
SPECIALITIES.



THE QUEEN'S DISPENSARY
22, DES VŒUX ROAD, CENTRAL. Tel. C. 493

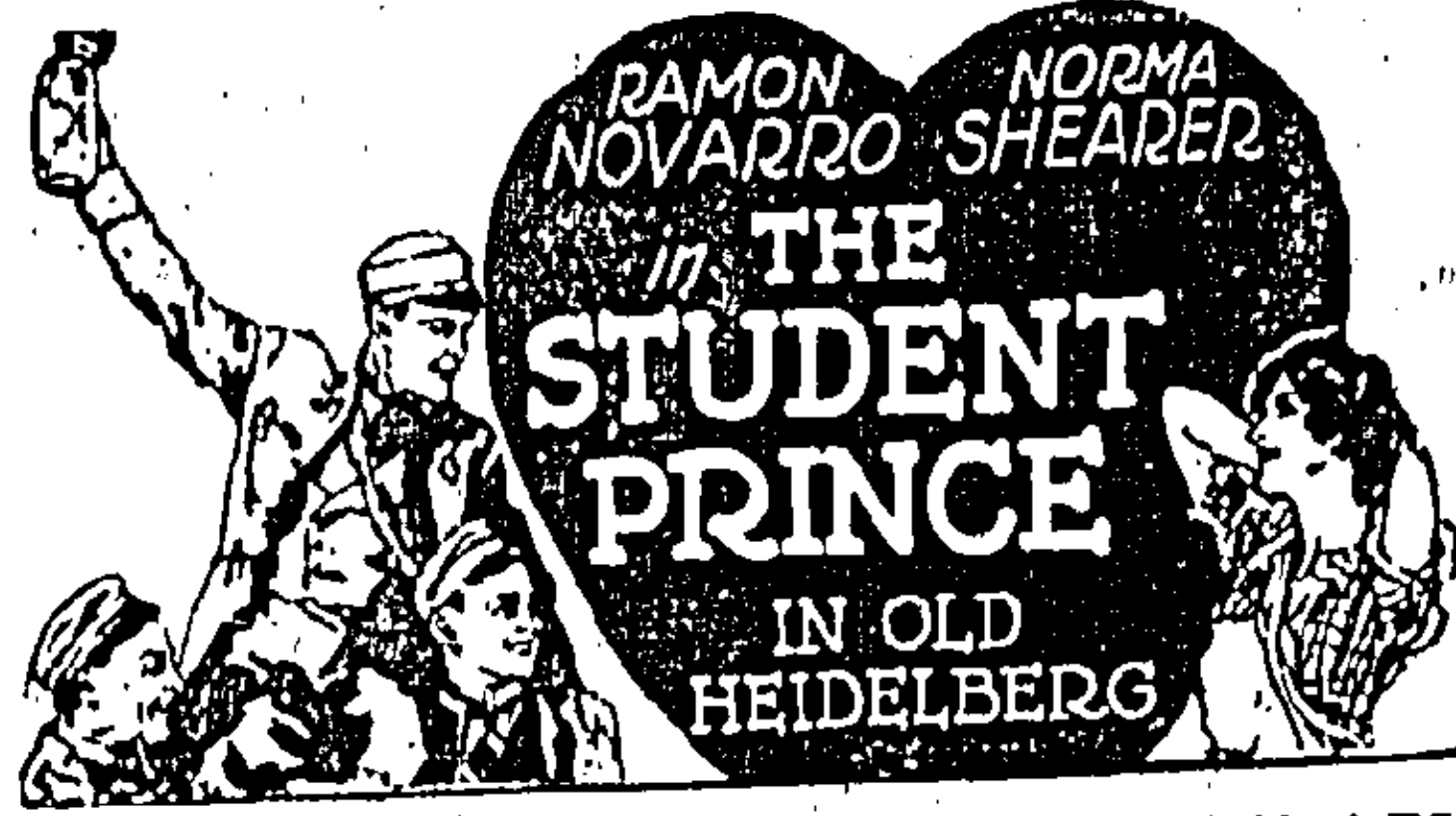
The Aquascutum
Coat



AQUASCUTUM pure wool coats come in one
quality only—the best that experience can
command. There's the old-style 'Scutum, and
many other styles, all in exclusive colourings.
Prices range from \$65.00

Mackintosh's
MEN'S WEAR SPECIALISTS.

COMING TO THE QUEEN'S

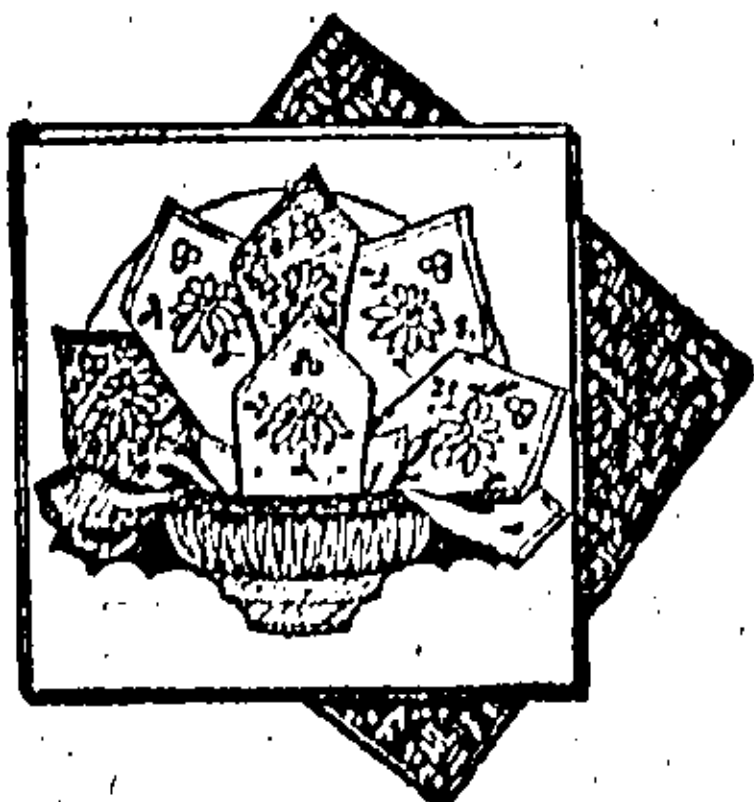


WEDNESDAY TO SATURDAY

WHITEAWAYS

LADIES' DEPARTMENT.

Fancy Handkerchiefs in Boxes.



We have just received a very
fine assortment of Fancy Em-
brodered Handkerchiefs, put
up in neat boxes of 1 and 2
dozen to a box.

Specially suitable for Birth-
day and Party Gifts.

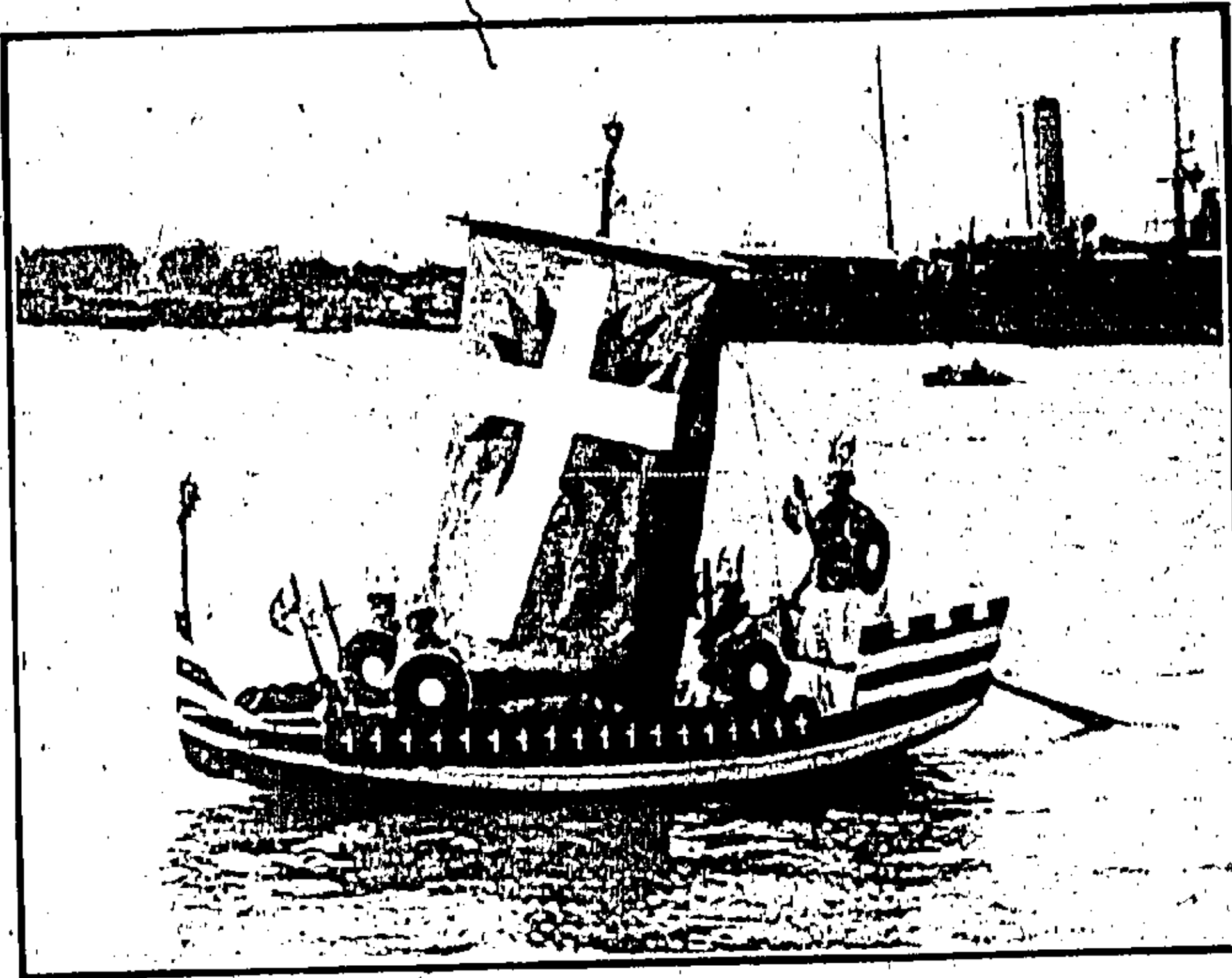
\$1.95 to \$6.50 per box.

NEW STOCKS OF BEAUTIFUL FLOWERS
FOR
TABLE DECORATIONS.

Call and Inspect.

WHITEAWAY, LAIDLAW & CO., LTD.

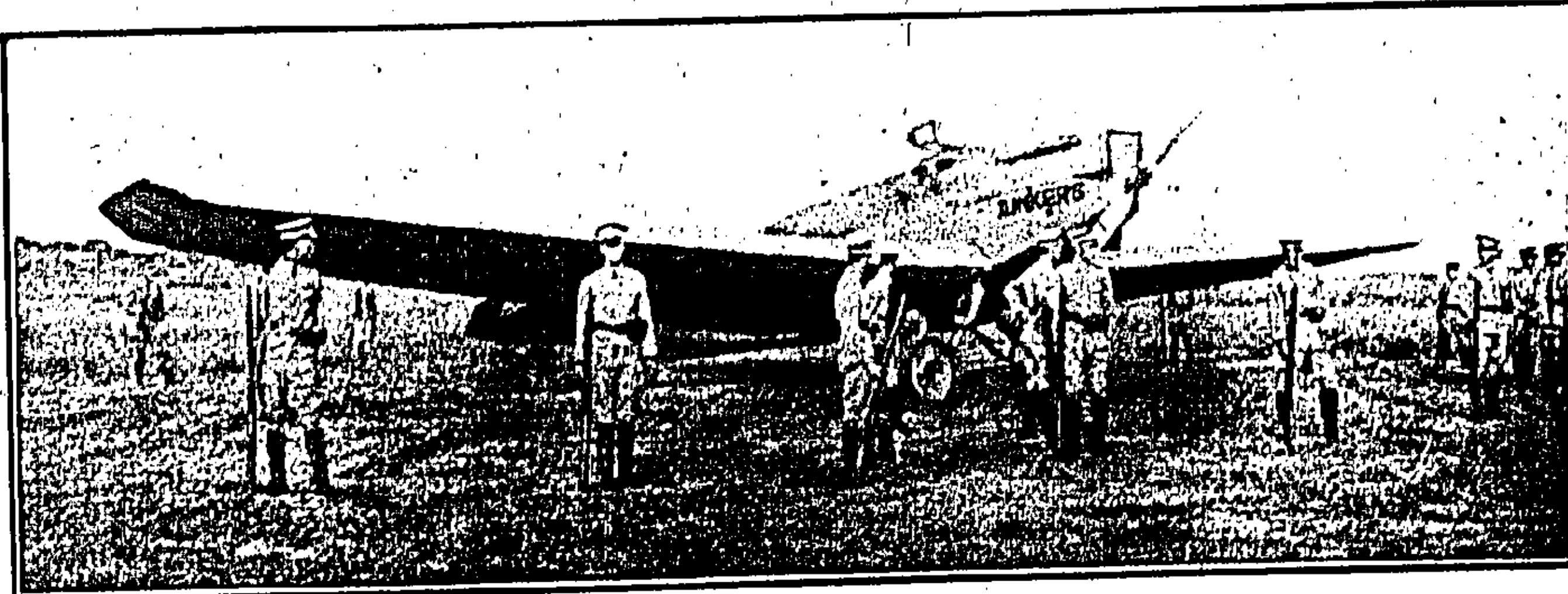
20, Des Vœux Road, Central, Hongkong.



At the West River Patrol sports held at Canton recently there was a
competition for fancy rigged sampans, the prize being won by the sampan
of H.M.S. Tarantula, rigged as an old Viking ship. In the background is
U.S.S. Sacramento.



The first rugby game of the present season was played on Monday when
a combined team from the H.K. & Shanghai Bank and the Union Insurance
Society opposed a combination representing "The Rest," the former winning by
13 points to three. Our photograph shows a line out. (Photo: Mee Cheung).



Chinese soldiers on guard over the aeroplane of Lieut. von. Huenefeld, after his arrival at the Taisha-
tau aviation field, Canton, on Sunday last. The aviator arrived from Hanoi, and flew next day to Shanghai.



The novel and exciting method of land-
ing visitors at Gap Rock lighthouse.



The St. Joseph's College Division of the St. John Ambulance Brigade has
this year won the Ellis Kadoorie Swimming Shield. The successful team is
shown above. (Photo: Ming Yuen).



Miss Kwok Tsai-ming receiving her prize for being the winning lady in
the Chinese harbour race, which was held last Saturday. (Photo: Mee Cheung).



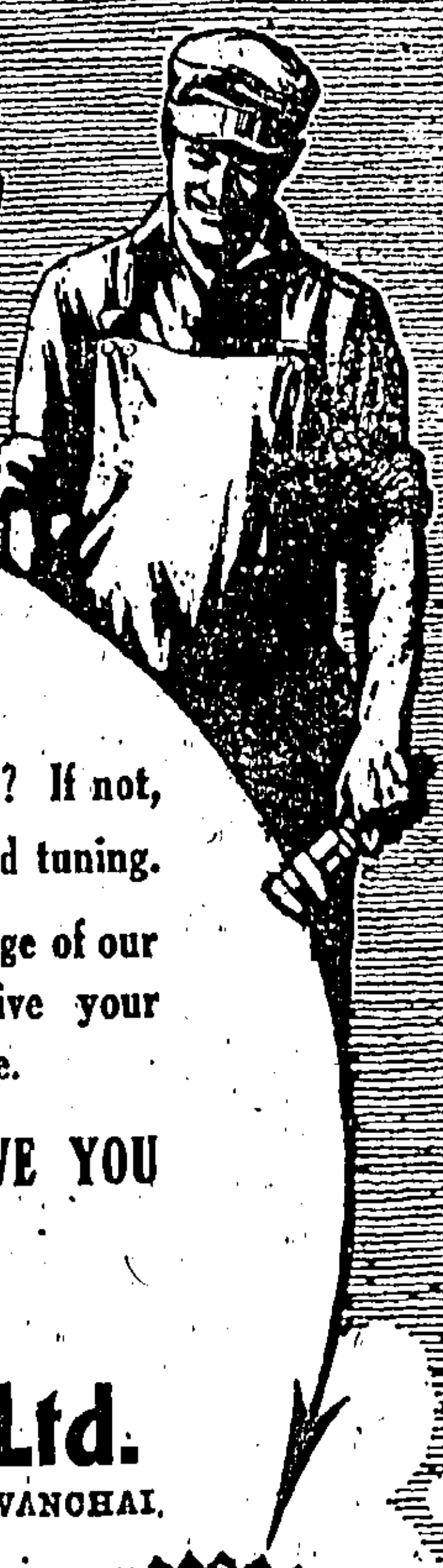
Dr. S. W. Tso presenting the Police Re-
serve Badge to members of the Chinese
Company, at Police Headquarters on Thurs-
day last. (Photo: Mee Cheung).



The above group photograph was taken soon after Lieut. von Huenefeld landed at Can-
ton. The men seated in the front row (from left to right) are: Mr. Laengerich (mechanic),
Mr. Lindner (pilot), and Lieut. von. Huenefeld.

**They ALWAYS
Run Right**

When We Overhaul 'em



ARE you getting the best out of your car? If not, why not let us give it a good overhaul and tuning.

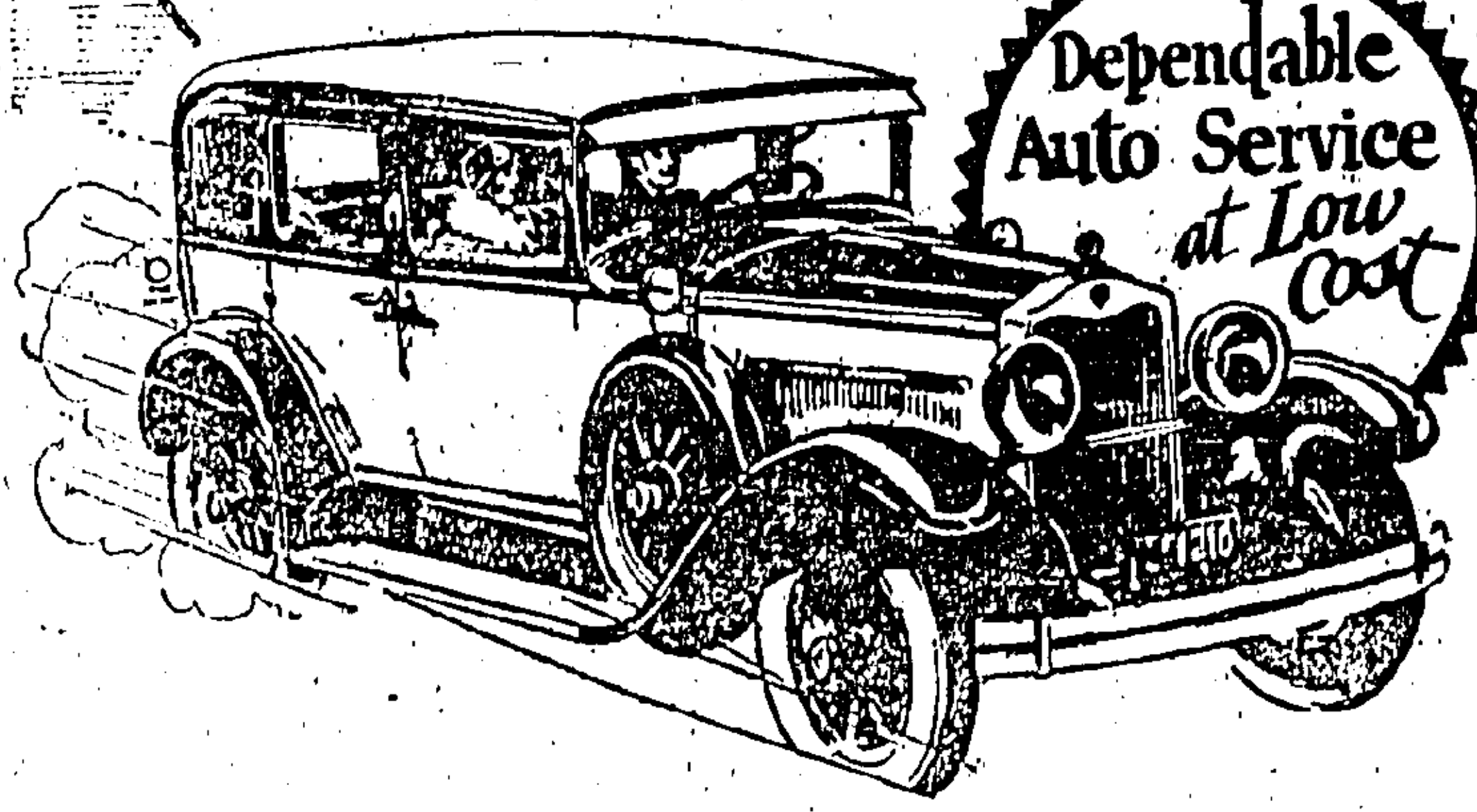
Mr. A. J. Allison is the Engineer in Charge of our Workshops, and will be pleased to give your machine the benefit of his wide experience.

**WE SHALL BE PLEASED TO GIVE YOU
AN ESTIMATE.**

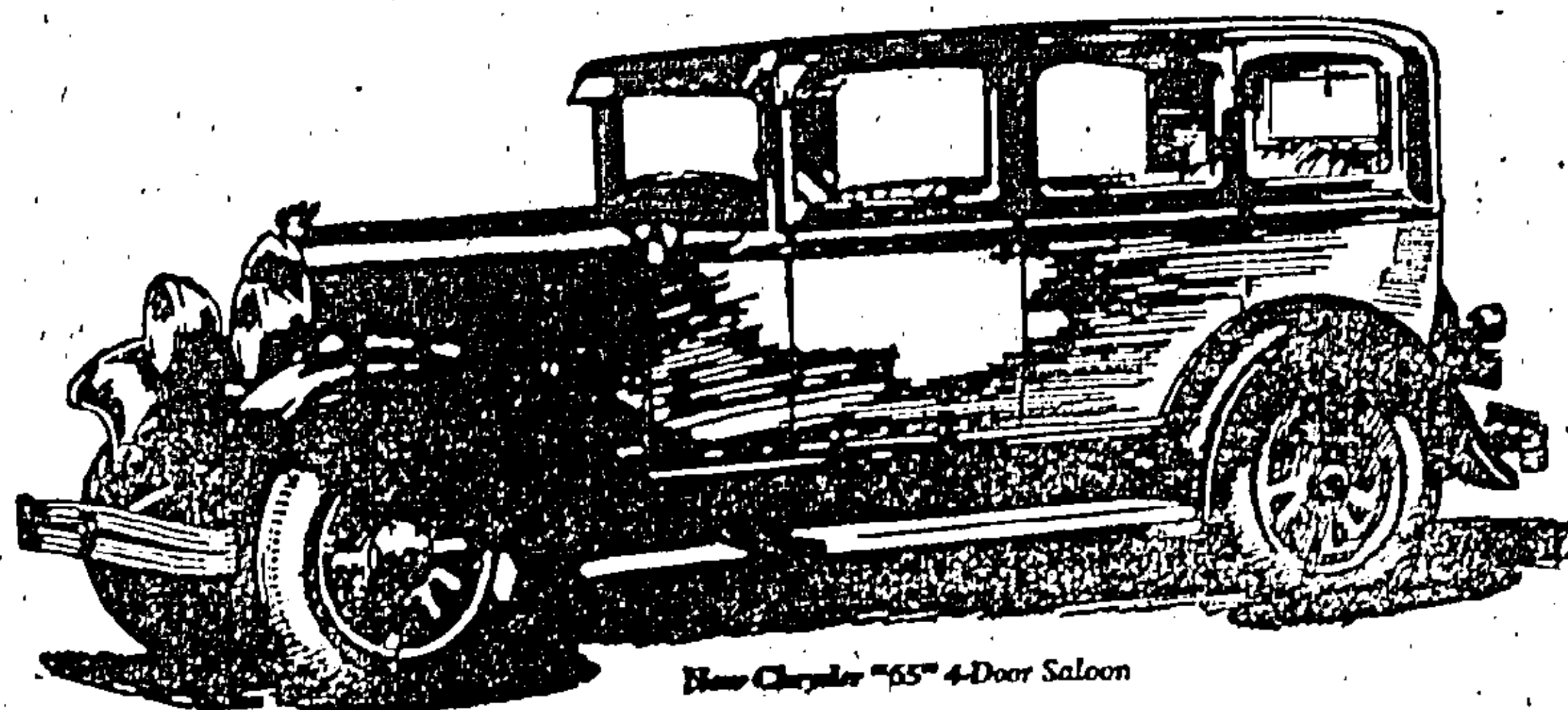
Phone C. 3193.

Lane, Crawford Ltd.

TEMPORARY GARAGE—CROSS LANE—WANCHAI.



New CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices... It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style... It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars... In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—65 h.p.—"Silver-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pick-up—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly feature; new, slender profile radiator—new bowl-shaped lamps

—beautiful cowl moulding and cowl lamp—new, longer chassis and longer, wider, roomier bodies—new, rounded window silhouettes—new "air-riding" full-curved wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Lowboy hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1219.

FIRESTONE IN F.M.S.

Interesting Details of Operations.

As far back as 1914, Firestone Tyre and Rubber Company, Akron, Ohio, sent representatives to Singapore in order to purchase their requirements in crude rubber.

The activities of the Firestone Tyre and Rubber Company in Malaya, since that time should prove very interesting reading. In the first place, it should be stated that the Firestone Company are manufacturers of Motor Car Pneumatic Tyres and Tubes and Solid Tyres for heavier commercial vehicles. Their factories are situated in Hamilton, Ontario, Los Angeles, Akron, and at present a large manufacturing plant is being laid down near London, England. It requires about 29,000,000 rubber trees occupying 290,000 acres of land and worked by 97,000 labourers to keep these factories supplied with crude rubber. The Firestone Tyre and Rubber Company (Straits Settlements) Limited, a buying organisation, is established in Singapore, and purchases from British Malaya practically 90 per cent. of all factory requirements of crude rubber. During the last four years, the Singapore Firestone organisation has purchased and shipped approximately 125,000 tons of rubber. With the ever increasing and universal demand for Firestone Tyres it is estimated that this figure will steadily increase, and Singapore, for many years to come, will be the centre of rubber buying for the Firestone Company. The Firestone Tyre and Rubber Company, are the only manufacturers with a modern plant in the Far East. In this plant, located at Singapore, Firestone washes, refines, makes final rigid inspection and packs its rubber for shipment to the factories. In Malaya alone Firestone has seven different buying offices and godowns. Over 500 people, chiefly permanent residents of Malaya, are kept constantly in employment. These employees are well cared for, sanitary arrangements being installed in almost all godowns and offices and free medical attendance afforded; large sums of money are spent in rent, water, gas, electricity, local Municipal rates, as well as wages to native employees. Money is spent locally in transportation and local purchases such as, automobiles, jute, strapping and machinery, whilst export duties on rubber purchased in and exported from this Colony produce considerable revenue toward the upkeep of Malaya. The Firestone Tyre and Rubber Company have in Malaya alone over \$1,600,000 invested in land, buildings, machinery and equipment.

During the last year and a half the Firestone Company has established its own selling organisation in Singapore in order to market Firestone Gum Dipped Pneumatic and Solid Tyres as well as other well-known Firestone Products; this selling organisation controls the distribution of the Company's products throughout Siam, Malaya, Straits Settlements and Dutch East Indies. All business is conducted through local dealers to their profit.

Large stocks of Firestone products are warehoused in Singapore. All monies paid to the local selling organisation for tyre purchases as large additional sums are re-spent in Malaya in the buying of the Company's crude rubber requirements, which means without exaggeration, that the Firestone Company is responsible for the annual circulation in Malaya of millions of dollars, thus contributing largely to the prosperity of the Straits Settlements.

CANADA'S GATEWAY.

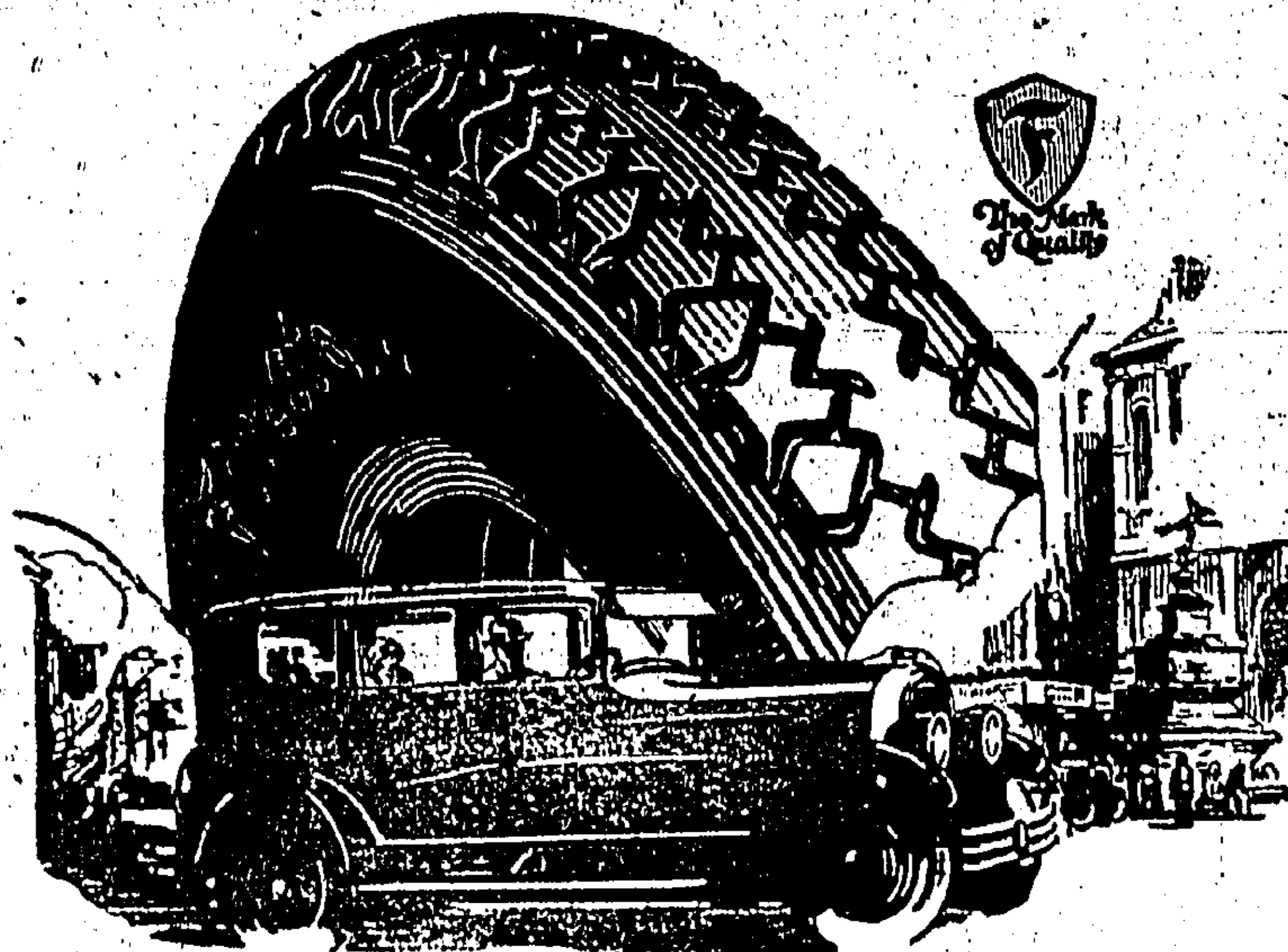
The main gateway into Canada consists of the three bridges that span the Niagara river at Niagara Falls, N. Y. Over these bridges, in the last fiscal year, ending March 31, 1928, more than two million tourists crossed.

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.



Patronize the Firestone Dealer
Who Serves You Better and Saves You Money

The Firestone service dealer is backed by an organization world-wide in scope and influence—an institution grown great by building tyres of highest quality and reducing the cost of tyre mileage.

You can depend upon us—not only for the "better service" which goes with these better tyres, but for the economy, safety and comfort which only Gum-Dipped Tyres can give.

MOST MILES PER DOLLAR

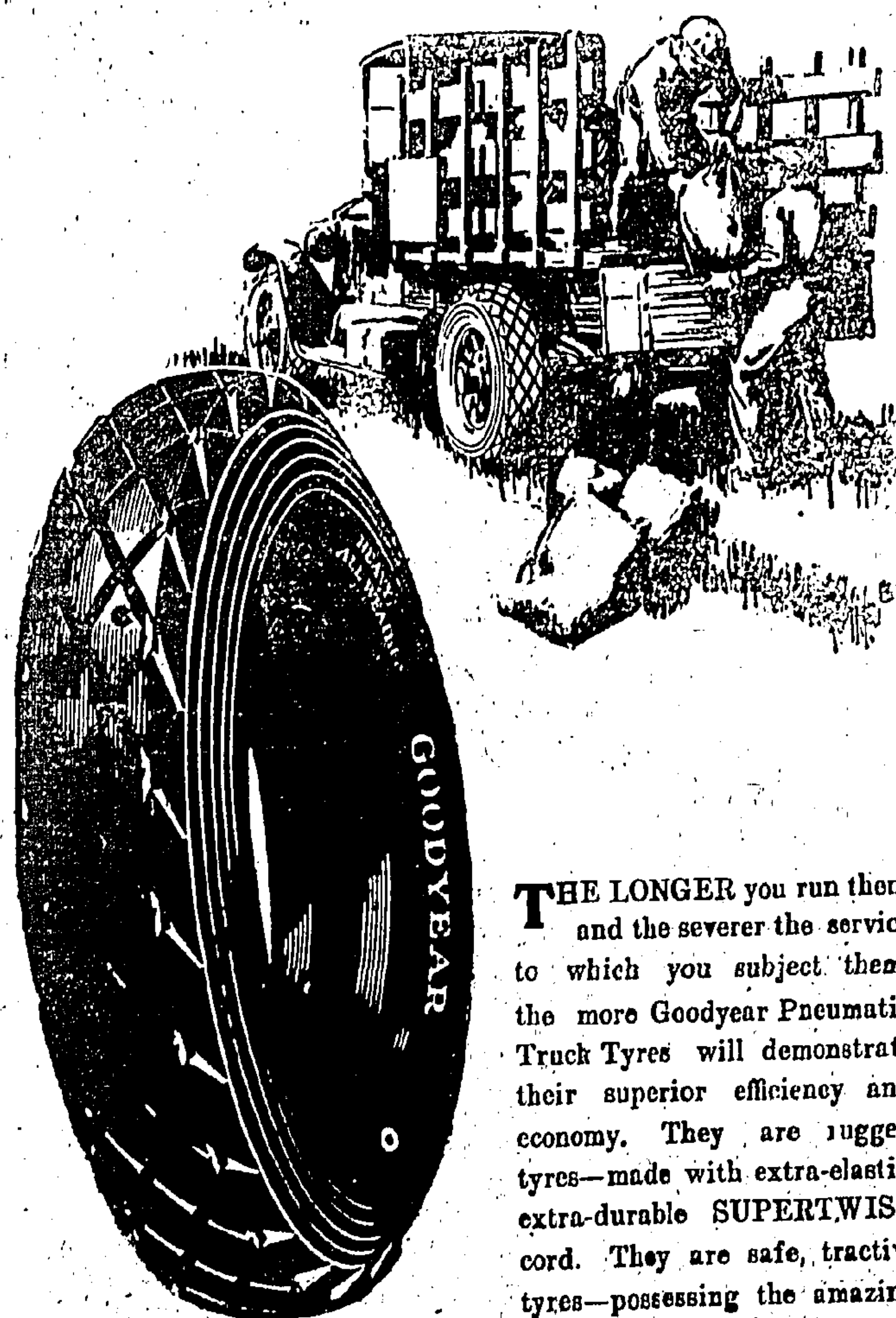
Firestone

Gum-Dipped Tyres

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



THE LONGER you run them and the severer the service to which you subject them, the more Goodyear Pneumatic Truck Tyres will demonstrate their superior efficiency and economy. They are rugged tyres—made with extra-elastic, extra-durable SUPERTWIST cord. They are safe, tractive tyres—possessing the amazing

hold fast grip of the All-Weather Tread. They are trouble-free tyres, capable of sustaining close schedules and delivering dependable, lowcost mileage. It will pay you to fit your trucks and buses with Goodyear Pneumatics.

GOODYEAR

DISTRIBUTORS

ALEX. ROSS & Co. (China), Ltd.

PRINCE'S BUILDING, HONGKONG.

PROBLEM SOLVED.

Buick Power Increased without Extra Fuel.

Increase in horse power without a consequent increase in fuel consumption.

That was the problem Buick Motor Company engineers faced in development of the silver anniversary Buick, which has proved a sensation throughout the country since its presentation.

How well this problem has been solved already has been demonstrated to the thousands who purchased the luxurious new cars in the first few days after their announcement. For Buick's six-cylinder valve-head engine is almost one-fifth more powerful than heretofore and the entire chassis has undergone commensurate enlargement.

This power increase, according to Roy C. Douglas, superintendent of the Howard Automobile Company, Buick distributors, has been accomplished through an 11 per cent. increase in the piston displacement of the larger engine and an increase of 12 per cent. in the smaller. But changes in the carburetor and manifold system, redesigning of the camshaft and provision of a new muffler, in which back pressure is reduced to a minimum, have kept the fuel

consumption virtually unchanged, Douglas pointed out.

Marked improvement in the automatic heat control unit built into the fuel intake system was also cited by the Howard expert.

"This device, which is exclusively Buick's, is responsible for the quick start in the coldest weather," Douglas declared. "The butterfly valve which controls the flow of heat from the exhaust manifold toward the carburetor and intake is made of a special heat-resisting metal, and its shaft is of a larger diameter to prevent bending at extreme heat under the pull of its spring.

"To insure fuel supply at the higher speeds for which the new engine is designed, two high-speed jets are built into the carburetor instead of one. The vacuum tank has been eliminated, and the mechanical fuel pump, with which Buick has been experimenting successfully for many months, has been substituted. This feature completely does away forever with fuel failure under heavy engine loads such as prolonged high speed or steep grades sometimes impose.

"Thus, through these various new features, the horse power in the smaller wheelbase models has been increased from 63 to 74, and in the longer cars from 78 to 91, at the same time retaining the economy of operation for which Buick long has been noted."

IS LIGHTNING DANGEROUS TO A CAR?

A Home Writer's Advice.

One of the atmospheric phenomena that we accept as a matter of course, during summer is the thunderstorm, usually following a period of oppressive heat. One day the clouds gather ominously, rain begins to fall in peculiarly large drops which splash on the pavement, there is a distant roll of thunder and the electrical storm begins.

We all know the eerie, "air-raid" sensation, as the thunder and lightning get unpleasantly nearer and nearer. Perhaps a flash discharges so near at hand that one detects the so-called "sulphurous" odour, although there is really no "sulphur" present; the odour is actually that of ozone invariably produced by a powerful electric discharge through air.

The pedestrian makes for cover as quickly as he can, but what of the motorist on the road? It may occur to him that he is seated on a mass of metal—popularly supposed to "attract" lightning—and there is enough petrol in the tank to "blow the car sky-high" if it should be struck. If he is a cheerful optimist he may say, "Lightning won't touch the car because it's insulated from the earth by its tyres." He would be quite wrong; the insulation of the tyres would be simply nothing at all to a lightning discharge at many hundreds of millions of volts.

What Causes it.

Let us first consider some of the facts about lightning. Until the middle of the 18th century it was not clearly identified as a form of electricity. Then Benjamin Franklin, the philosopher, made his classical experiment of flying a kite very high into some thunderclouds. When the cord holding the kite became wet with the rain electricity from the clouds was conducted along it, so that Franklin was able to show to an astonished audience how he could "draw fire" from the sky. He produced powerful flashes and charged Leyden jars—which today we term condensers—so that he could give shocks to a dozen people at a time.

Apart from stormy periods there is always more or less electricity in the clouds; some are

positively and some are negatively charged, and minor discharges are always taking place, which, as we know, are the byproduct of wireless. These miniature electric storms disturb the other and cause the well-known crackling and fizzling termed "atmospherics." Hot weather causes evaporation, and the particles of moisture that form into clouds become electrified in the process, and when these clouds become very large and overcharged they flash across, sometimes over miles of intervening atmosphere. At other times low-lying, powerfully charged clouds strike to earth and find the path of least resistance through a tree or down a chimney stack. Lightning does not necessarily strike to metal; in fact, its effects are distinctly freakish and cannot be expressed by laws or formulae, but we can dismiss the popular theories that steel attracts lightning or that mirror glass does.

Every time a thunderstorm begins thousands of misguided persons hide all their knives and steel articles and cover up the mirrors—all of which procedure is sheer nonsense.

Safety Movement.

Now let us see how the man-in-the-car is likely to be affected. In the first place it can be stated that it is very much safer to be in a car than in an aeroplane or airship, which have, on well-authenticated instances, been struck by being in the path of a discharge. But rapidly moving objects on the earth are not often struck. One rarely hears of a train in motion being struck. On the other hand, there have been instances of cars, probably moving slowly, having been struck, the petrol fired and the car destroyed, but on the open road, travelling at a good speed, there is very small risk of a car being struck. There is no particular danger in the fact of it being mainly a mass of metal. It is in contact with the earth, for, as explained, a few inches of wet rubber represented by the tyres make no difference at all.

A moving car may, however, run into very close proximity to the path of a discharge striking to earth and, without itself being actually struck, the driver and passengers may receive severe shocks from the numerous subsidiary discharges, and windows or screen may possibly be broken. Everything within a considerable area of a heavy discharge to earth is under immense electric strain.

The Real Danger.

All records and experience prove that sheltering under a tree in a thunderstorm is the most risky procedure. Numerous instances are on record of wayfarers and cattle being struck and killed whilst sheltering under a tree. Although it is rather unscientific to say that a tree attracts lightning, it is a fact that the leaves and branches have this effect, as they discharge electricity from the opposite sign to the electrified cloud. Trees are often split and set on fire; the inference is therefore not to shelter the car under a tree. One might leave the car in the open and let it take a sporting risk and shelter in a barn and be reasonably safe. The on-the-danger is that of being inside a brick structure having a chimney and fireplace, as a discharge often strikes down a chimney, the carbonaceous soot forming a conducting path; hence it is that one occasionally reads of a fireplace being wrecked. Of course, any building provided with a lightning conductor is as near being safe as can be expected, although with such a tremendous natural force absolute safety is an impossibility.

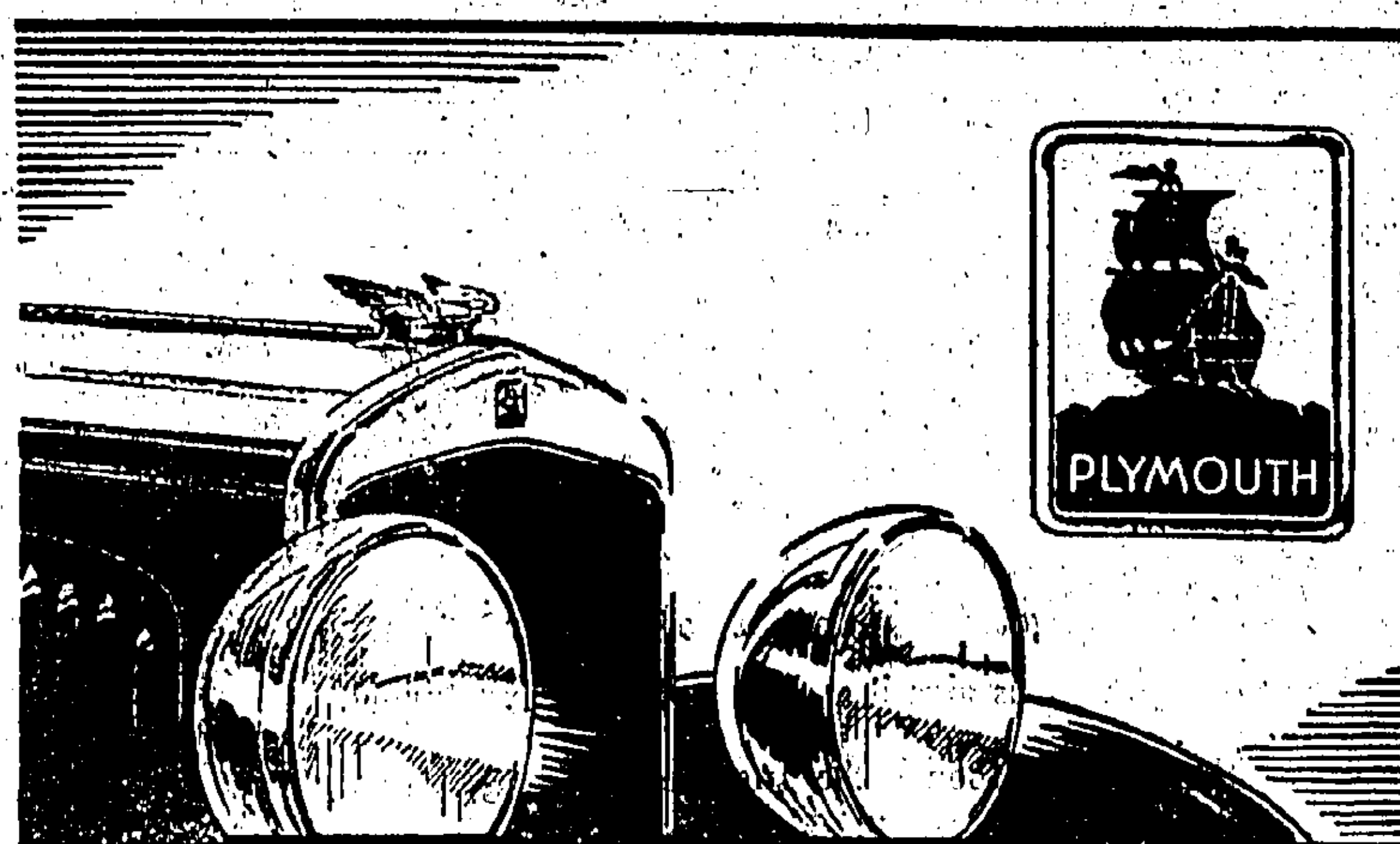
Furthermore, it is very difficult to learn much about safeguards from experiments. Artificial lightning has been produced in the laboratories of the General Electric Co., of U.S.A. and at the great Siemens electrical works in Berlin. By the use of large transformers and banks of condensers alternating current has been raised to over a million volts potential, producing miniature lightning discharges about 7 ft. long, which occur with deafening reports. The effect is stated to be very awe-inspiring, but these effects are the merest trifle compared with Nature's electrical discharges of miles in length.

Incidentally, we can safely dismiss the idea that such things as fire-balls or thunder-balls are ever produced. "Car struck by a fire-ball" may serve as a typical daily Press headline, but every electrical authority agrees that the so-called ball-lightning is a simple optical illusion produced by an ordinary flash to earth.

NEW MODERN CAMP.

The Calgary Automobile Club is planning to operate what it believes will be the most completely equipped tourist camp in western Canada. It will have all modern conveniences, besides many entertainment and recreation features.

NEW CHRYSLER PLYMOUTH



A New Car..A New Car Style..A New Zenith of Low Priced Car-Luxury and Performance

New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterize fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quiet of its power and the smoothness of its flight. You yourself must

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

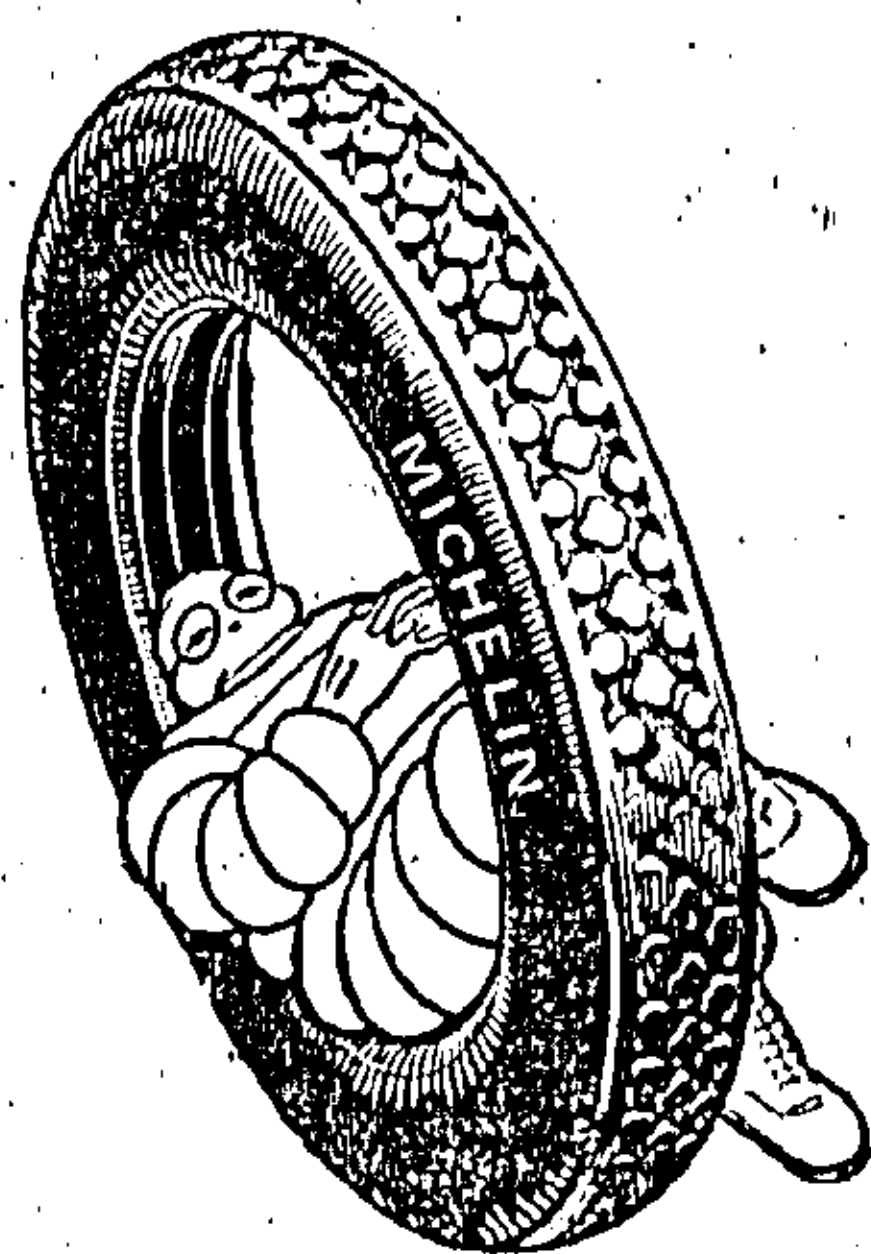
And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1119.

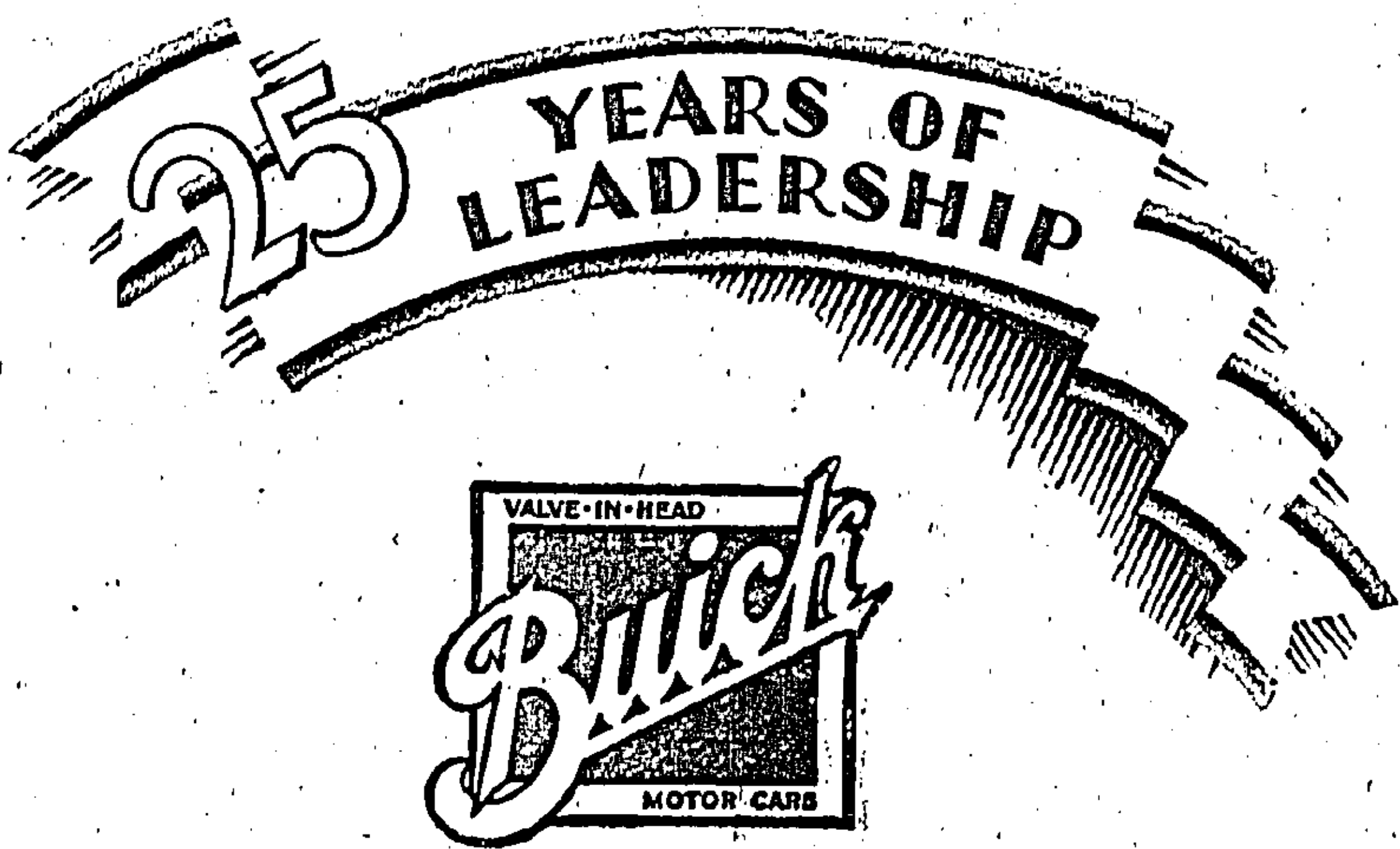


THE BEST

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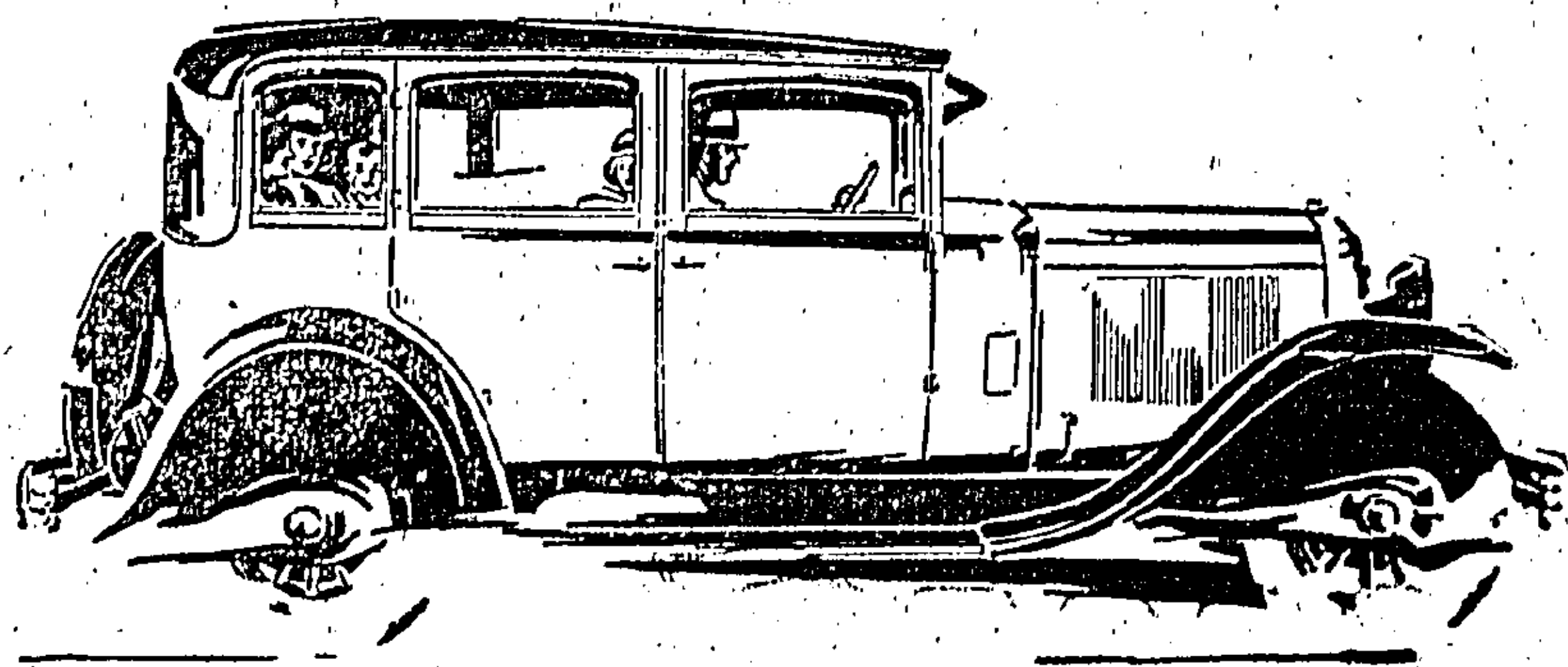
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HAVE A TRY AND BE CONVINCED

A. GOEKE & CO. DISTRIBUTORS
FIAT GARAGE DEPOT.

WHEN you see the Silver Anniversary Buick note the deft touches marking the work of experts in trim and upholstery, and the care with which every control and convenience has been placed.

Driving it, you will fully realize the comfort such details mean.



THE DRAGON MOTOR CAR CO., LTD.

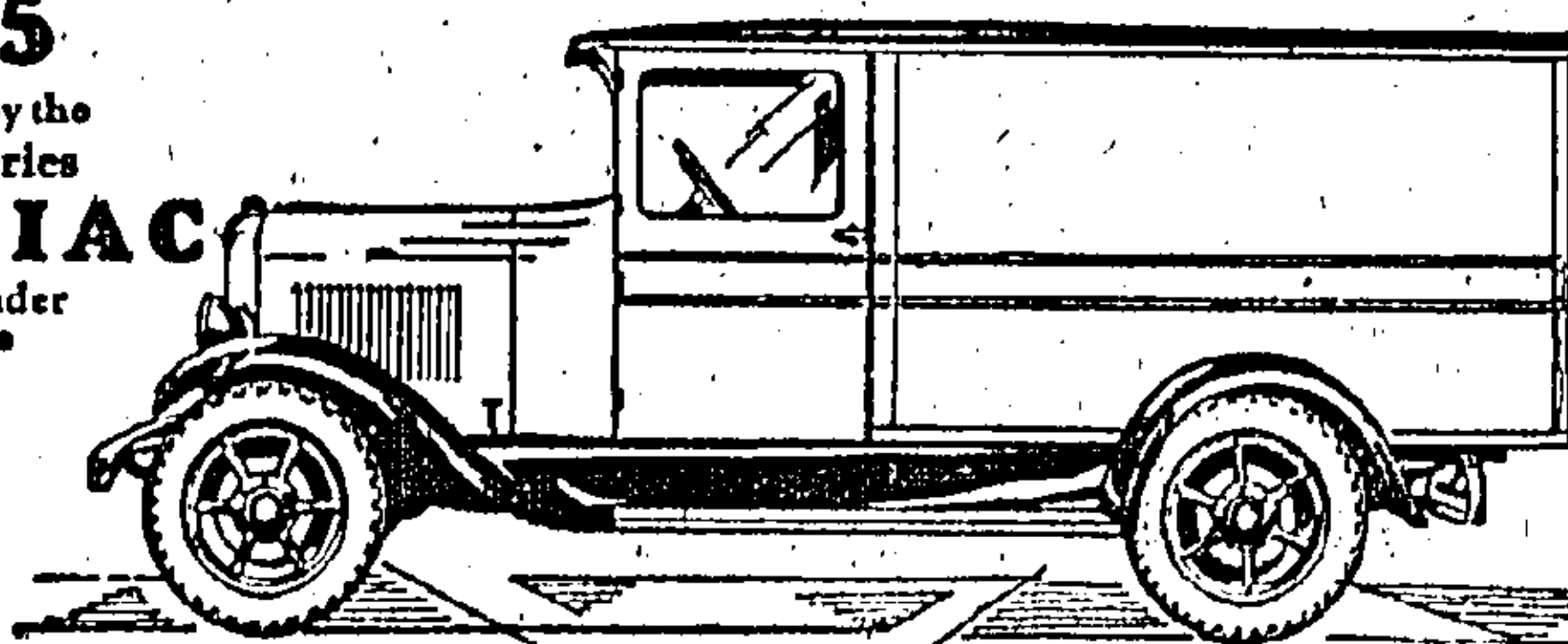
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ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

GENERAL MOTORS TRUCKS

Chassis
\$745
powered by the
New Series
PONTIAC
Six Cylinder
Engine

The
Lowest Priced 6-cylinder Truck
of 2000 pounds pay load capacity

Powered by the New Series Pontiac engine. Four wheel brakes. Four speed transmission. A sturdy truck—modern in performance and appearance. Be sure to see it—another extraordinary value made possible by the resources of this great organization! Offered with a factory built body for every haulage purpose.

3 Great Series

Powered by the
PONTIAC

Six Cylinder Engine
1000-lb. chassis - \$585
With Screen Body - \$760
With Panel Body - \$770
2000-lb. chassis - \$745

Powered by the
BUICK

Six Cylinder Engine
Chassis Prices:
One Ton - \$1095
One and one-half Ton - \$1185
Two Ton - \$1275
(Automatic three speed gear drive)

Two Ton - \$2050
(Gold steel worm gear drive)

Powered by the
BIG BRUTE

Heavy Duty Engine
2 1/2 tons to 15 tons capacity
prices ranging from
\$3690 to \$5820

All prices f.o.b. Pontiac, Mich.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

CHRYSLER SPEED.

The "De Soto" Six.

To those motorists who have always admired the dash, the speed and the mechanical perfection of Chrysler-built automobiles, comes, with the advent of the new DeSoto six, the opportunity to enjoy all of these motoring thrills in a low-priced automobile, according to W. J. Benson, president of the Benson Motor Company, DeSoto six dealers in San Francisco and San Jose.

"The thousands of people who have visited our showrooms, both in San Francisco and San Jose during the last four weeks have been surprised at the number of costly features found on the DeSoto six, which heretofore were unheard of on a car selling within several hundred dollars of its price class," Benson declared. In continuing, he said: "Our firm, like many other DeSoto dealers throughout the country, signed the agreement to handle the new DeSoto several months before the car was announced and with no knowledge of its specifications or mechanical features. The fact that the car was going to be manufactured by Walter P. Chrysler, admitted generally, to be the greatest automobile genius in the business to-day, was all that was necessary to know."

"Although we expected something exceptional, we hardly dared expect the car we received. The new DeSoto's many features proved to be just as big a surprise to us as they did to the general public."

"It was not reasonable to believe that the car could possibly offer such features as a perfectly developed high-compression motor, 'built by Chrysler,' hydraulic four-wheel brakes, rubber insulated engine mountings, crankcase ventilator, hydraulic shock absorbers, front and rear, slender-profile radiator, new bowl-type lamps with beautiful cowl lamps and cowl bar all chromium plated, arched window silhouettes, new airwing fenders, new charming colour combinations, etc. These features and many others are the principal reasons for the tremendous reception and the flood of orders that followed the initial showing of the new DeSoto six," Benson concluded.

FACT HUNTER.

Erskine's Hobby Is Words.

SHOES TO MOTOR CARS.

At his right hand, on a richly-carved walnut desk, Albert Russell Erskine, president of the Studebaker Corporation of America, keeps a dictionary.

In his leisure moments he picks up his dictionary and opens it at random. Word by word he reads, and reflects.

This is the unique diversion of one of the leading figures in the American automobile industry. He has been doing this for 35 years, acquiring a vocabulary that typifies his desire for accuracy, and his anxiety for the full facts of every case.

"Facts," he says, "are getting scarcer every day." It is on this basis of meticulous accuracy that he has grown from a struggling bookkeeper to a wealthy industrial leader.

"Get all the facts" is his cry; but he gets things done, and done quickly. His staff of young executives find it hard to keep pace with this man of 57 years: White hair and unassumingly rounding form suggest his age, while a ruddy complexion, twinkling eyes, and a spirited voice reveal the youthful spirit.

Family Ruined by War. Born of parents who had been impoverished by the Civil War, Erskine left school at 16, and began to sell shoes in a store at 75¢ a pair. At 21 he was bookkeeper in a wholesale drug house, and two years later revealed his facility for cost-cutting by demanding the chance to keep two sets of books for one-third more pay. This meant working at least three nights a holiday for three years.

At 27 he changed his position, and became chief clerk of the branch of a cotton company, and spent the following six years working his way through the accounting department and studying the technical side of his job. He was appointed general auditor, and was given supervision of the operations of 300 cotton gins at the age of 31.

In 1904, when 33, Erskine became treasurer and director of the Yale Lark Co. Six years later he was elected vice-president and director of the Underwood Typewriter Co.; and in 1911 he went to the Studebaker Corporation as treasurer, director, and member of the executive committee.

So, all he had learnt of costing and efficiency in the production of chemicals and cotton, of locks and typewriters, he applied to motor cars.

Six months after he entered the Studebaker organization he had reduced the 4,000 bookkeeping forms to 1,500, and installed a new and simpler accounting system. While he has reduced costs and increased profits, he has also brought better conditions for his men. He has instituted a pension system, paid bonuses, improved working conditions, and increased the average wage per man-hour nearly 300 per cent.

At the same time, his methods have reduced from 600 to 300 man-hours the time taken to produce a car.

The genius of Erskine lies in his ability to understand figures, to co-ordinate them properly, and to get the most out of his men, say those who know him.

His psychology is speed and action. He prefers the increased volume of accomplishment and the occasional mistake arising from immediate, speedy action, rather than the lesser accomplishment and the frequent loss resulting from laziness and procrastination.

REMEMBER THESE.

Hints to Ensure Safer Driving.

Studebaker and Erskine services men pass on the following hints to owners of those cars in particular, and motorists in general.

Always watch the driver in front of you. In wet weather some motorists will not lower the window on the driving side and so cannot give the usual signals. This is why you give the brakes a "once over" every fortnight.

In traffic watch for the pedestrian who rushes blindly from behind a row of parked cars.

Remember, the onus is on you if you knock down a pedestrian. If you see he is in doubt which way to move—you stop. It is the safest plan.

Never question the traffic controller's decision. His job is to regulate. Maybe he makes some mistakes. But the average motorist makes more.

When you are caught in soft ground, have no chains, and decide to rely on lengths of rope tied round the tyres, always tie the knot on the top of the tread. It gives the wheels more grip.

FORCE OF HABIT.



JOHN I. THORNYCROFT & CO. LIMITED.

THE LEADING EXPONENTS

of

ECONOMICAL ROAD TRANSPORT

HONGKONG OFFICE,

UNION BUILDING,

5th. Floor.

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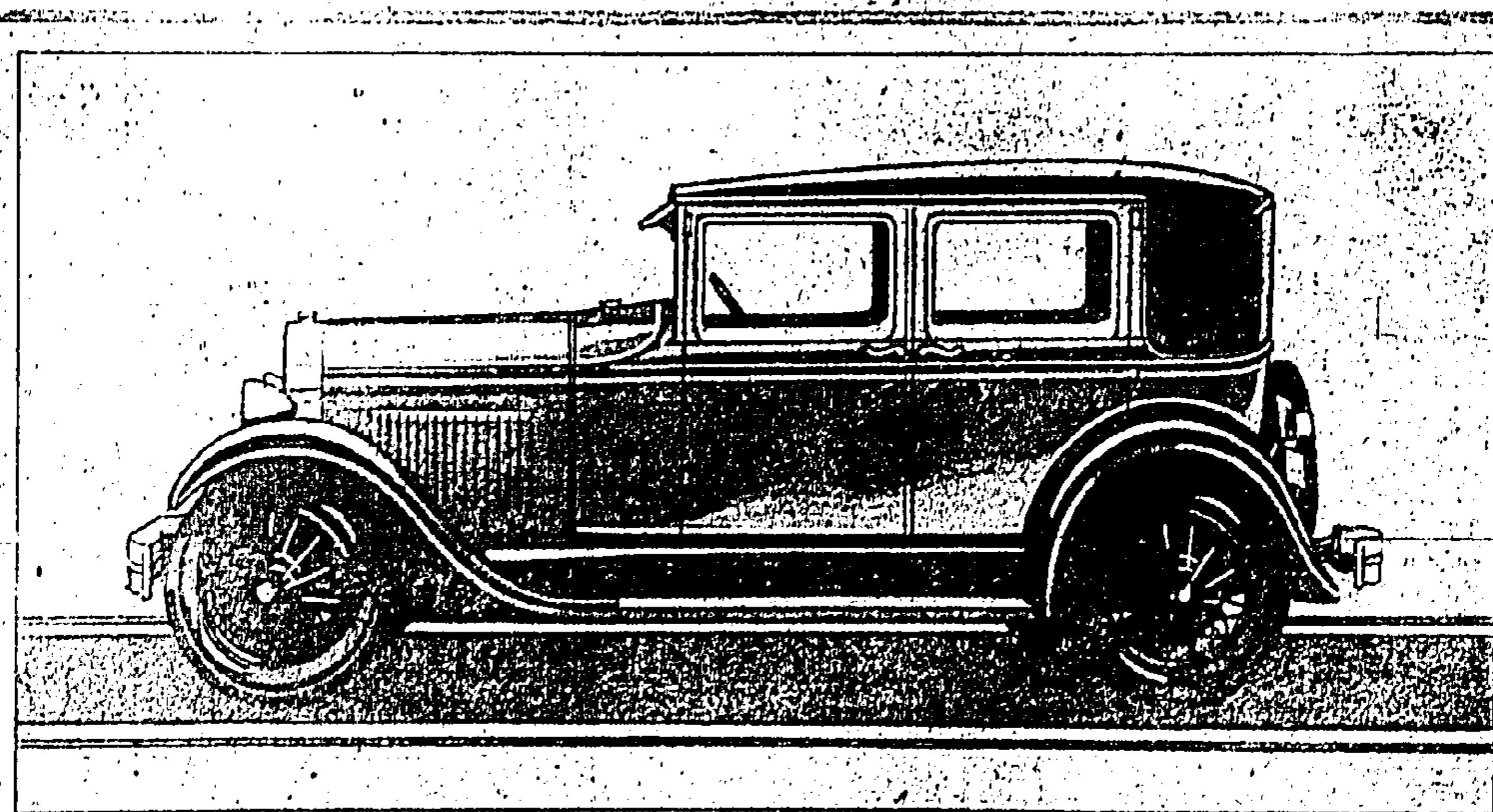


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WEST HAM ERA OF ECONOMY.

RATES REDUCED BY 3/4 IN
THE £1.

NO HARDSHIP IMPOSED

A saving of £1,000,000 a year by economising on out-relief alone is the stupendous achievement of the nominated Board of Guardians, under Sir Alfred Woodgate, which some time ago took over the financial administration at West Ham.

The "call" for the half-year beginning October 1 will be reduced by 6d. This is the fifth reduction, equal in all to 3s. 4d. in the £, since the days of squandering.

Sir Alfred has now been in charge of West Ham's finances for just over two years. For the last six months of their office the old Board spent £660,000 in out-relief. For the last six months under Sir Alfred, the new board has spent £156,000. In other words, for that item alone, there is an annual economy of no less than one million sterling.

Example to Other Boards.

Sir Alfred Woodgate discussed the whole subject with a press representative at his home at Kingston.

"Our saving on out-relief has not inflicted hardship on anybody," he said. "Far from that, the old Board's squandering corrupted young people, and gave them in relief what a general labourer could earn. Why, then, should they work?"

"Last week, for example, we reached our record low figure. We gave £4,955 in out-relief against an average of between £27,000 and £28,000 a week by the old Board. I anticipate that even these figures may be reduced in the future.

"Nevertheless, our progress is good. We are very satisfied. It has been uphill work, but we have been successful from the start.

"Furthermore, our work is having an influence throughout the country, and even neighbouring Boards such as Stepney, Bethnal Green, and others, are dropping their expenditure.

"Other savings may seem exceedingly small in comparison with the enormous figures of out-relief, but they are interesting. Savings on staff have amounted to £30,000, and we have reduced the number of children left on the hands of the Guardians."

"Perhaps the outside world does not realise the extent of the work that Guardians have to do. This work is of such a nature that it is becoming more and more a matter to be handled by experts. The costs of institutions is very heavy and we cannot cut them down much. Nevertheless, we have made a saving of some £10,000 on such institutions as workhouses, hospitals, &c."

The Lowest Figure.

The nominated Board's estimate of expenditure for the half-year ending September 30 is £316,235, as against £657,728 the previous half-year. This reduction is equal to a rate of 3d. in the £. The other 3d. reduction will, as to 2d., be taken from the Board's balances, and the other penny will be made up by economy. The last half-yearly "call" of the late Guardians was for £765,962, which compared with the last "call" is a difference of £269,666. The reduction comes principally from out-relief, which is now estimated at £156,000, as against £169,000 for the current half-year. Out-relief has now reached the lowest figure that has been touched since the unemployed were first given relief in 1920. On June 1, when the Guardians made their last report, 21,313 persons were in receipt of relief, at a cost of £5,769 weekly; on September 1 18,633 persons were on relief, and the weekly cost was only £4,955.

Camberwell Reduction.

The Finance Committee of the Camberwell Borough Council recommended a rate of 6s. in the £ for the half-year ending March 31 next. For the corresponding half of last year the rate was 6d. 2d. in the £, and it has stood at the same figure for the six months ending September 30.

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SOVIET DIFFICULTIES.

HOW TO GET ARMY OFFICERS.

A Moscow correspondent writes us:—

That Soviet Russia possesses a capable army is very largely due to the fact that so many officers of the old Tsaristic regime have placed themselves at disposal for training the recruits under the present communistic regime. One striking example is Schaposhnikov, the recently appointed Chief of the General Staff, who received his own military education at the Russian Imperial Military Academy and became a most able officer in the General Staff of the old army.

Quite apart from the fact that, within the visible future, all this old staff which has remained over from Tsaristic days is bound sooner or later to disappear, it is, both as regards prestige and internal politics, an important matter for the Soviet rulers to form a corps of convinced Bolshevik officers. This presents considerable difficulties inasmuch as the young com-

munists refuse to attend the officers' training schools. It is, for instance, noticeable that the military school at Leningrad, with accommodation for 920 cadets, has received only 350 applications, i.e., but little more than one-third of the requisite total. In the Ukraine, the young men decline altogether to attend the military school. Accordingly, the Supreme Military Council have sent a commission to that republic with instructions to organize propaganda in favour of military training and to enlist candidates for the officers' schools.

Doubt of Success.

Doubts may justly be entertained as to the success of this effort. The commission is not likely to receive a very cordial welcome in the Ukraine as that country is at present under the influence of an independence movement whose aim is separation from the U.S.S.R. The matter is so serious that, at Kiev, Odessa and other places, a considerable number of persons—both military and civilian—have been arrested for being implicated in the movement.

This independence movement in the Ukraine and the lack of military cadets are questions of moment which are calculated to cause great anxiety in the minds of the Soviet rulers.

MAURETANIA'S NEW RECORD.

NEW YORK TO PLYMOUTH IN FIVE DAYS SIX MINUTES.

Liverpool, Sept. 4.

The Cunard liner Mauretania this morning completed her fastest voyage from New York to Plymouth in 5 days 6 minutes.

After landing passengers at Plymouth at 6.10 a.m. the Mauretania proceeded to Cherbourg, arriving there in time for Continental passengers to have dinner in Paris to-night.

The official time from New York to Eddystone Lighthouse was 4 days 23 hours 10 minutes.

This is the third record the Mauretania has set up within the past three months. Last July she made a record when she reached New York from Ochobergh in 5 days 3 hours 17 minutes. Earlier in the month she established another record by doing the round trip from Southampton to New York and New York to Plymouth in 12 days 15 hours. After this trip, she wound up her voyage by crossing from Plymouth to Cherbourg at an average speed of 27.3 knots.

BRITISH WAGES INCREASE.**MARKED VARIATION SINCE THE WAR.****LIVING ALSO RISES.**

London, Oct. 19.
A comparison of rates of wages in September last with those at August, 1924, is contained in the Ministry of Labour Gazette. Great variations appear in the increases recorded. In some cases the rises in full-time weekly rates are only about 20 per cent. on the pre-war rates, whereas in others, the rise equals 100 per cent.

An exact calculation of the average percentage increase for all industries and occupations is not possible.

The Ministry estimates, however, that at the end of last month, the weekly full-time rates of wages for those classes of adult workpeople for which information is available, averaged between 70 and 75 per cent. above the level of August, 1924.

There have been substantial reductions of the weekly working hours since the War and the percentage increase of hourly rates of wages is much greater than the percentage addition to the weekly rates.

Precise calculation is again impossible, but it seems probable that the average level of hourly rates at the end of September was between 90 and 100 per cent. above that of August, 1924.

Wages reached their highest level in December, 1920. The weekly full-time rates of wages were then between 170 and 180 per cent. above the level of August, 1914.

Against the increase of wages, however, has to be put the rise in the cost of living. The average level of retail prices of the necessities of life was at the end of last September 66 per cent. above that of August, 1914. *British Wireless.*

FORTUNE FOR LADY BYNG.**BIG REQUEST UNDER MR. PANDELI RALLI'S WILL.**

It is understood that Mr. Pandeli Ralli, the Greek merchant, bequeathed the bulk of his large fortune to his niece, Lady Byng, wife of Lord Byng of Vimy, who was recently appointed Chief Commissioner of the Metropolitan Police on the retirement of Sir William Horwood.

The exact amount of the estate has not yet been ascertained, and, pending the completion of the valuation, the representatives of the executors decline to give any information, but it is believed that Mr. Ralli's will disposes of a fortune considerably in excess of £500,000.

Lady Byng is a daughter of the late Sir Richard Moreton, her mother, Lady Moreton, being the daughter of the late Mr. Thomas Ralli. She married Viscount Byng of Vimy in 1902.

Mr. Pandeli Ralli died at Brighton a month ago at the age of 83, and Lady Moreton, his sister, is one of his few surviving relatives.

Mr. Pandeli Ralli was in Parliament for a number of years, sitting as Liberal Member for Bridport from 1875 to 1880, and for Wallingford from 1880 to 1885.

LAWRENCE OF ARABIA REPORT DENIED.**SECRET MISSION IN PUNJAB DISCREDITED.**

A report that Colonel T. E. Lawrence—famous as "the Uncrowned King of Arabia"—is at present moving about the Punjab in disguise, studying the activities of Bolshevik agents, has been discredited by the secretary of his trustees in London, Mr. Raymond Savane.

Colonel Lawrence, it will be recalled, in 1922 enlisted in the R.A.F. as a mechanic, under the name of Air-craftsman Shaw.

"The whole of this report—one of many remarkable ones which reach me every day—can be entirely discredited," declared Mr. Savane.

"I am in constant communication with Colonel Lawrence, and only recently I received a letter from him giving an official R.A.F. Squadron in India as his permanent address until 1930."

"He has made it quite clear that he is employed in a permanent post which will prevent him moving about the country. Colonel Lawrence is definitely not in Amritsar at the present time."

GRAF ZEPPELIN COMPLAINTS.**INQUIRY INTO DISCOURTESY ALLEGATIONS.****"FALSE IMPRESSIONS."**

Washington, Oct. 19.
The publicity accorded stories of discourtesy to the passengers of the Graf Zeppelin, and newspaper criticisms, has resulted in an order by Mr. Curtis Wilbur, the Secretary of the Navy, to the Commandant of the Naval Air Force Station at Lakehurst to hold an inquiry into the reports.

It is officially stated at the Navy Department that no complaints have been directly received, but the inquiry has been ordered for the purpose of dispelling false impressions.

The complaints of passengers and crew of the treatment accorded them on arrival by Customs men, police and others were almost general. Herr Grzinski, the Chief of the Prussian Police, said the passengers were immediately taken to the Customs House as though they were smugglers. The Police pushed them about and one man was actually struck in the face.

Other passengers suggested that the Customs officials went through their baggage "with a fine comb" and complained strongly of the generally discourteous attitude adopted.

Reports to this effect have appeared in Berlin newspapers, which have published strong protests. *Reuter's American Service.*

GAOL ORDEAL OF SHIP'S OFFICER.**NINE MONTHS WITHOUT TRIAL IN W. AFRICA.**

Relatives of Second Officer A. J. Brewer, a mercantile marine officer, who, it is alleged, has been imprisoned for over nine months without trial in Portuguese West Africa, were astounded when told of his misfortune.

His home is in Connaught-avenue, Muttley, Plymouth. His grandparents, with whom he lives when ashore, are away on holiday, but other relatives living in the district have had no information with regard to his imprisonment.

According to messages received in England, Brewer, who was a member of the crew of the Clan Lamont, a trading vessel, was arrested at Benguela, Lobito Bay, on December 18, 1927, and has since been awaiting trial on a charge of theft.

He is suffering from malaria, and the local magistrate is said to have refused to intervene.

A number of Europeans have interested themselves in the case, and the Captain of another ship has written to the Navigation and General Insurance Company pointing out that Brewer's life is in danger.

Captain Coombs, managing director of the company, says that the facts as reported to him in letters were that Brewer went ashore and was suddenly attacked and then arrested.

A postmaster, from whose house it is alleged he stole goods to the value of £5, struck Brewer several blows and tore his coat off. During his imprisonment his health has gone and his mental suffering has been terrible.

The Clan Line have been endeavouring to secure his release, but so far their efforts have been unsuccessful.

SPIRITUALISTS AND NEXT ELECTION.**THREAT TO OPOSE THE SOLICITOR-GENERAL.**

If the Government does not give its support to the Bill the Spiritualists propose to introduce regarding the prosecution of mediums who have no deliberate intention to deceive or defraud, Manchester Spiritualists threaten to oppose Sir Frank Boyd Merriman, the Solicitor-General, in the Rushmore Division.

"I have written to Sir Boyd Merriman, and told him I will take every hall in the Rushmore Division to oppose his candidature," said Mr. Ernest Oaten, President of the International Federation of Spiritualists, recently.

"I was led to do this," added Mr. Oaten, "because Sir Arthur Conan Doyle has heard from the Home Secretary that the Government will take no action."

It will be recalled that Sir Arthur Conan Doyle, during his farewell address at the Congress of the International Federation of Spiritualists, urged that the Spiritualists of England should form themselves into a political alliance and offer some 250,000 votes to whatever party would promise to stop "the religious persecution which is going on."

CHURCHES WITH TOO MUCH FURNITURE.**CROWDED WITH SEATS AND DRAB HANGINGS.**

The manner in which "beautiful churches are ruined by seats which are never filled, is a subject of complaint by the Rev. T. P. Stevens, a South London authority on church architecture, in the October number of the Southwark "Diocesan Gazette."

"Go where you will in England," he writes, "you will find churches so crowded with seats that half the beauty is gone. Unnecessary seats are the ruin of our churches. They obscure the idea of the architect time and again. There is a church near Oxford which would seat the whole of the population, and there are several other churches in the town. Yet I could scarcely fight my way into the building. It was paved to the doors. Then, of course, there are the choir stalls."

In the Church of St. John in Kent the church was so filled with seats that the choir boys on one side could easily shake hands with their brothers opposite.

"My other grumble is about the hangings in our churches. They are so drab, dull, colourless, and uninspired. The taste of 1867 still reigns supreme in nine out of every ten country churches. Instead of a fair piece of bright and cheering material for an altar frontal we generally find something rather like a patchwork quilt."

"Crosses, I.I.S.s, and Fleur de Lys, &c., are still in full possession. Where vivid and unpatched materials have been provided there are generally dark windows in the chancel, which rob them of their lustre. Outside, God has clothed the countryside with vivid greens and the most unblushing colours. Inside much is commonplace and muddy."

RIOT IN A HOUSE OF DEPUTIES.**WOMEN HELP COMMUNISTS TO WRECK THE BENCHES.**

Berlin, Sept. 23.
The Czechoslovak Chamber of Deputies, though accustomed to tumult, was disgraced in the early hours of yesterday morning by scenes of violence which have since exceeded only once previously, when, in 1922, a gas bomb was thrown and exploded behind the Speaker's chair.

The cause of the trouble on the present occasion was the Social Insurance Bill, which was fiercely contested by the non-bourgeois parties. At midnight, when the division on the measure was about to take place, the Socialists and Communists began a deafening pandemonium with trumpets, whistles, bells, and other instruments of cacophony.

The benches of Ministers were assailed by a ceaseless hail of missiles, including lumps of sugar, by which the Communists sought to make physical demonstration of their grievance against the sugar tax.

Particular violence was displayed by the women Deputies, who took a leading part in depriving the Ministerial seats of their upholstery. Several of the Communists' benches were overturned and destroyed.

Sympathisers in the public galleries contributed their full share to the general anarchy. When the sitting concluded at 2 a.m. the Chamber presented a scene of unrelieved devastation.

SWATOW SURTAX DISPUTE.**MERCHANTS FEAR CORRUPT ADMINISTRATION.****WRITE TO CANTON.****WRITE TO CANTON.**

Swatow, Oct. 16.
A significant comment on the settlement of the recent dispute between the Swatow merchants and the Surtax Bureau is formed by a letter which the heads of the Merchants' Guilds have sent to the head of the Bureau.

This letter points out the terms of the settlement as laid down by the Canton Government, namely, that the surtax is to be administered strictly on the lines originally laid down when the Bureau was instituted and goes on to request the head of the Bureau to take careful note of this. It also urges the administration of the tax to see that in future these orders are strictly obeyed.

The obvious inference is, of course, that the merchants feel that the settlement of the dispute has not gone to the root of the trouble, which was, in their opinion, the corrupt administration of the tax, and that they are afraid that the Government orders will be simply ignored by the surtax officials.

The merchants have again also written to Canton asking the Government to reject permanently the Bureau's so-called proposals for reform. The Government rejection of these proposals is at present only a temporary one and the merchants fear that after a little while they will be brought into force here. *Our Own Correspondent.*

MATHEMATICS OF B.C.**ANCIENT EGYPTIAN PAPYRUS DECIPHERED.**

Some time ago there was discovered in the Petersburg Hermitage at Vienna an Egyptian papyrus, called, because of its special character, the "Mathematical Papyrus." The Russian expert, Professor Struve, who has since given much time to deciphering the mathematical formulae contained in it, has now, according to reports in the Austrian press, issued an account of his investigations, in which he declares himself convinced that the builders of the Sphinx and the Pyramids were as advanced in mathematical knowledge as Europeans in the Middle Ages. In fact, he finds from the papyrus that what the mathematicians of the Middle Ages in Europe hailed as new discoveries were common knowledge to the Egyptian mathematicians three thousand years before.

The papyrus has been found to be the work of an Egyptian mathematical student who lived in the eighteenth century B.C. It is five metres long, and contains twenty-five mathematical propositions, including ordinary Arithmetic (Rule of Three), Algebra, and Geometry. Two of the most interesting problems solved are those of the volume of a pyramid, and of the surface area of a sphere. One striking feature of the papyrus is the remarkably fine orthography used by this unknown student of the past.

The Very Idea!

The London County Council is to permit listening at any time during school hours. The Council originally prohibited the use of wireless in the schools within its area, but a year ago granted listening facilities on Friday afternoons. The extended privilege marks the end of four years' negotiations between the Council and the B.B.C.

The school children are to be congratulated just as much as the B.B.C. A great deal, however, depends on the programmes, and performers. School children hope that execution scenes from history will be frequent—with effects—and are advising their teachers to have the ten times table set to music by Jack Hilton. Popular talks of educational value, they point out, would relate to "Lollypops, and how to make them;" "How to keep tadpoles indoors;" "Popular pets—First series, black beetles;" and "Lessons in teacher-taming and parent education."

The dancer took his partner down to supper, and objected to the manner in which the waiter looked at her.

"See here, my man," he said, "what do you mean by staring so rudely at this lady?" The waiter looked surprised.

"It isn't rudeness, sir, it's admiration. This is the fifth time she's been down to supper to-night."

"This man's excuse is a paradox," said a postal investigation officer at the Old Bailey when a postman was charged with stealing money from letters. "He tells me that he has been betting to live and stealing to bet."

The Recorder (Sir Ernest Wild, K.C.): That is not a paradox. It may be a sequence. Magistrates' Clerk at Penge, to a woman: The Bench are going to bind you over to keep the peace in the sum of £5. Do you consent?

The Woman: No, I haven't got £5.

The Clerk: You have not got to pay it.

The Woman: Oh, all right; you can make it £50 if you like.

One of the exhibits of a travelling circus escaped at Brescia railway station, near Milan, Italy. As the train carrying various coaches of animals was leaving the station, a big dark mass with luminous eyes was seen to drop from one of the trucks and make off across the lines. Railway militiamen armed with rifles and ropes quickly gave chase to what proved to be a huge crocodile. It was not easily captured, but after two hours it was finally secured by means of loops thrown over its head and tail. It spent the night in the station guard room, from where it was removed next morning by the circus proprietor, who had been unaware of his loss until the train reached Treviglio.

Returning from holiday is always a tiresome business, and few people seem able to undertake it so light-heartedly as did Robert Louis Stevenson.

Even lost luggage could not perturb him, for once, returning from a cruise on a friend's yacht he recorded, "I left pipe aboard the yacht, my umbrella in the dogcart, and my portmanteau somewhere on the way."

He arrived home, sans any baggage whatsoever, in a coat borrowed from one friend and a hat belonging to another.

Peter Tyler, of South-East London, who peeled onions for a living, died recently, leaving nearly £7,000.

He bought large quantities of onions which he peeled and sold to picklers.

The widow, interviewed to-day, said that they started with a capital of 6s. and peeled onions for 50 years, "but never cried."

Her husband could peel 10 or 12 1 cwt. sacks per day.

EXCHANGE RATES.**EXCHANGE RATES.**

London, Oct. 19.	
Paris	124.20
Brussels	34.89
Amsterdam	12.09 1/2
Berlin	20.35
Copenhagen	18.19
Vienna	34.50 1/2
Helsingfors	19.92 1/2
Lisbon	107 1/2
Bucharest	804 1/2
Buenos Aires	47.11/32
Shanghai	2/7
Yokohama	1/10.27/32
New York	4.85 1/32
Genoa	25.20
Milan	52.55
Stockholm	18.14
Oslo	18.19
Prague	103 1/2
Madrid	30.05 1/2
Athens	375
Rio	5.29/32
Bombay	1/6.1/32
Hongkong	2/0 1/4
Silver (spot)	25.9/16
Silver (forward)	25.11/16

—British Wireless.



POWELL'S ANNOUNCE A NEW ASSORTMENT OF GLYN and Co's SOFT FELT HATS

We earnestly invite your early visit and inspection of the new models. Each hat is perfect in every particular—made of the finest materials in all the popular shapes and colours. Price from \$13.50 Less 10% Discount for Cash.

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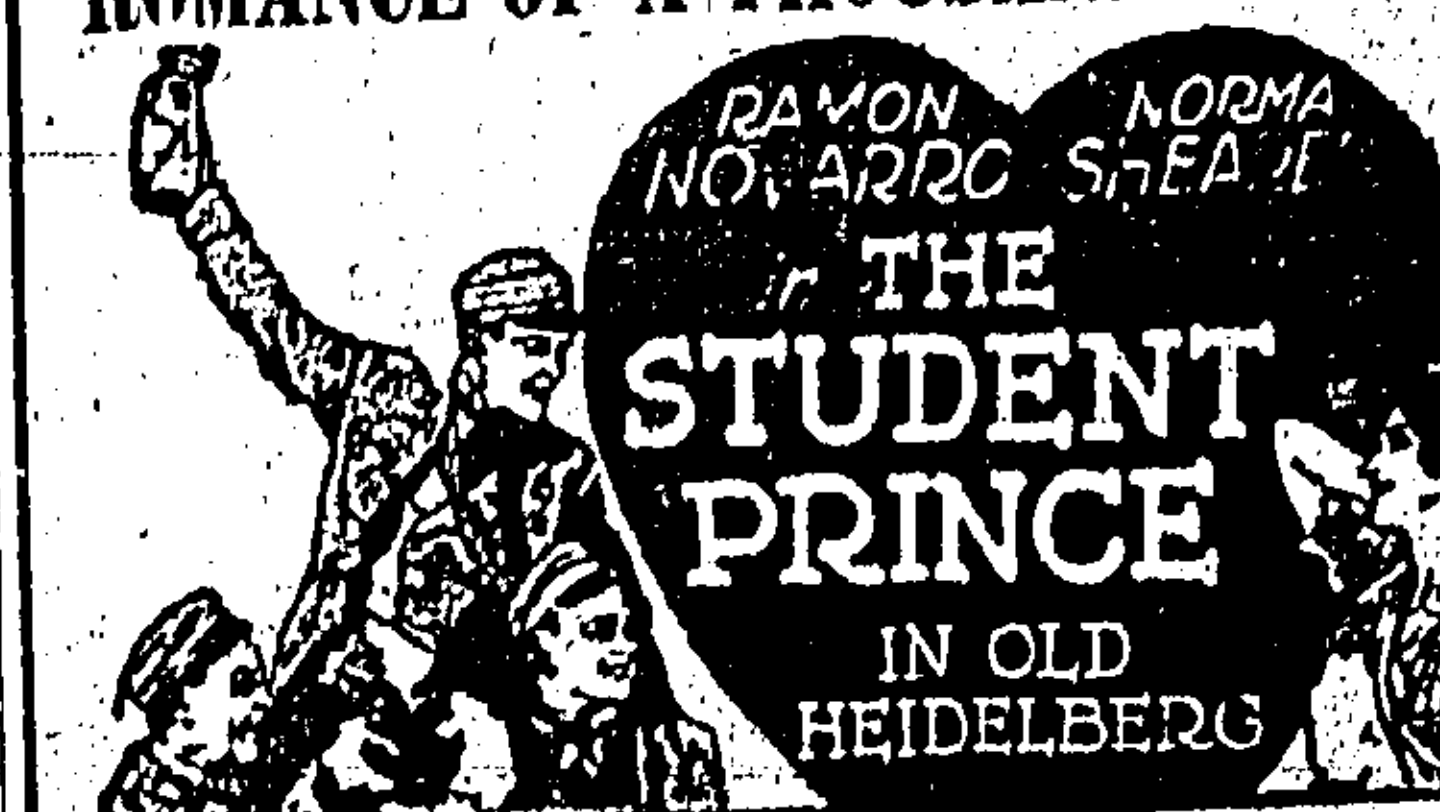
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ROMANCE OF A THOUSAND THRILLS!

 **THE STUDENT PRINCE**
IN OLD HEIDELBERG

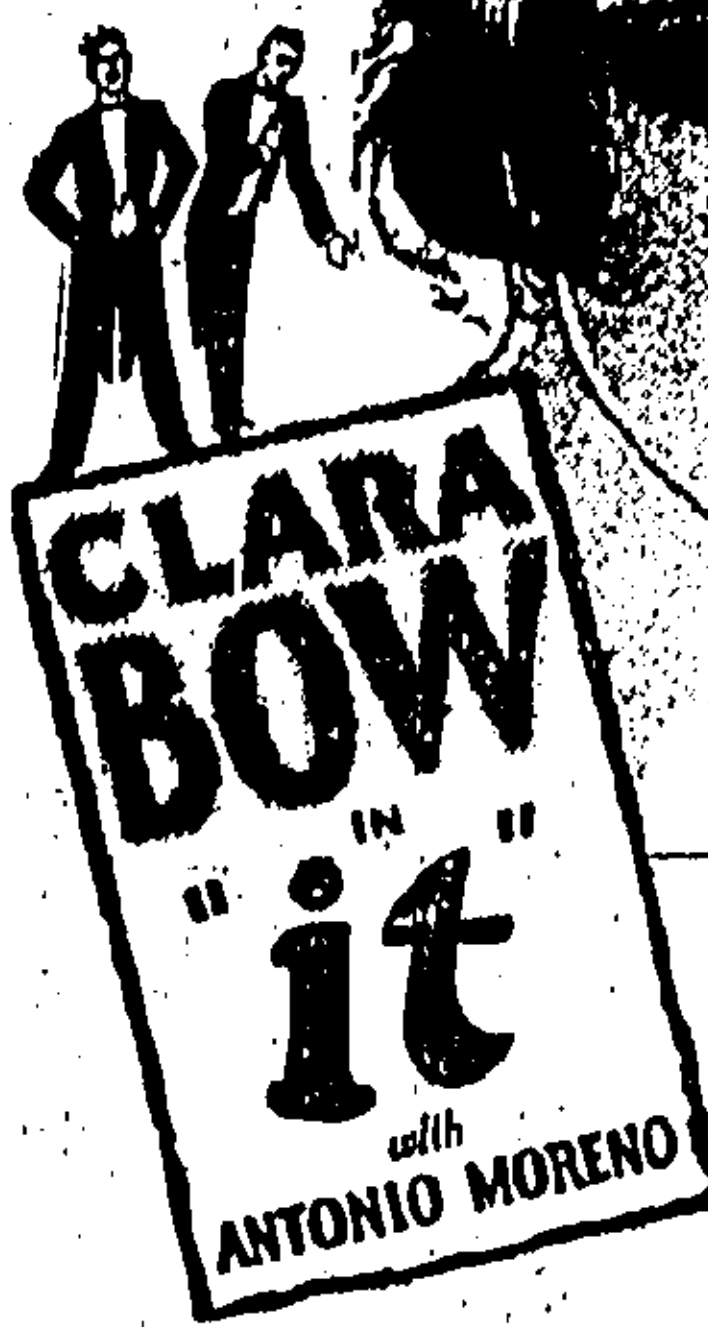
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AN ELINOR GLYN-CLARENCE BADGER PRODUCTION
A Paramount Picture

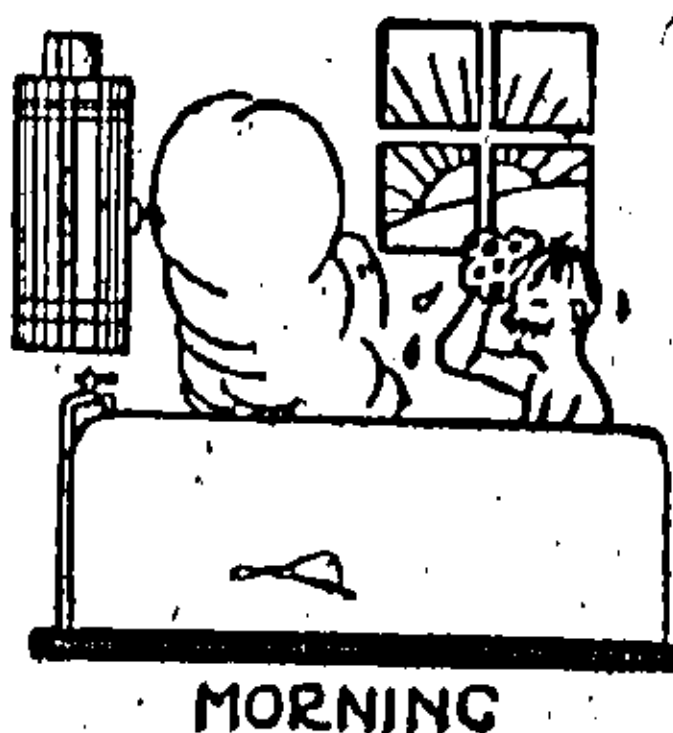
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THE WORLD OF SPORT



CRAIGENGOWER C.C.

ANNUAL MEETING LARGELY ATTENDED.

There was a very large attendance at the Craigengower Cricket Club yesterday evening, when the annual meeting of the club was held at the clubhouse.

Mr. R. Bane, the President, took the chair, and addressing the meeting congratulated the club on the fine results of the year's working.

Speaking of the prospects of the coming season in the matter of cricket, Mr. Bane remarked that for the first time, they have entered two teams in the league and he hoped that members would carry out all their fixtures.

The Club's finances, he remarked, were in a satisfactory state, due to the fact that the committee had curtailed expenses as much as possible.

Mr. Bane observed that the Club was unfortunate in losing several valuable members during the year, these being Captain A. Jenkins, Mr. Lee Hy-san, Mr. E. C. Rock and Mr. A. Webb.

The opportunity was taken to publicly thank the ladies who gave such valuable assistance to the Club at the recent "At Home."

Before the adoption of the report and accounts, the Chairman invited the meeting to ask any question they might wish to ask in regard to these.

A Cricket Puzzle.
Mr. F. Oliver observed that from the Bowling Average printed on the report, he noticed that Mr. S. Abbas had the highest average. At the prize-giving, Mr. Fritz was given the prize for best bowling and Mr. Abbas for efficiency in bowling. Mr. Oliver observed that either Mr. Abbas was first or he was not. If he was not first, he could not understand why it was so printed on the report, and if Mr. Abbas in fact did obtain the best result, why was Mr. Fritz given the prize?

Mr. Bane explained that a mistake had been made. He understood that the person in charge of calculating the average had overlooked the fact that Mr. Abbas had played several matches where he did not bowl. Mr. Abbas' average was the highest but it was pointed out that he had only bowled in a certain number of matches. He, the chairman, thought that a prize for efficiency in bowling was quite appropriate.

Had Debts.
An item in the account reading "Bad Debts written off—\$1,342.17," next came in for discussion. Questions were put to the chairman as to why certain members were allowed to run their debts to over \$50, when the rules expressly stated that a person's account on reaching \$50 should be stopped? Was the Committee going to guarantee that in future, no accounts would exceed the limit of \$50?

The chairman replied that there were some members whose chits with the club exceeded \$50 per month. In such circumstances it was difficult to ask a person to pay up his chits when it reached \$50. The Club aimed at facilitating everyone and the laying down of a hard and fast limit, therefore, served no useful purpose. There must be bad debts everywhere, and the Craigengower Club could not expect to be the exception.

Mr. W. Allan remarked that the list of defaulters had been taken down. Mr. Bane replied that the list was put up without the authority of the Committee and he had therefore caused it to be removed. The posting of the names of defaulters in that manner was irregular.

Questions as to who caused the list to be put up in the first place was then asked and the chairman replied that the Secretary, under the impression that he was doing his duty, had done so.

Another member, reverting to the question of bad debts asked if the whole amount written off, was lost to the Club. The chairman replied that he thought some of it was probably not a "total loss" as there was a prospect of collecting it.

The New Officers.
The election of officers, for the ensuing year resulted as follows:
President: Mr. R. Bane.
Vice President: Mr. A. A. Alves.
Hon. Secretary: Mr. D. Rumiahn.
Hon. Treasurer: Mr. D. K. Kharas.
Cricket Captain: Mr. R. C. Reed.
Vice Captain: Mr. E. C. Mow Fung.
General Committee: Messrs. B. W. Bradbury, W. F. Mow Fung, W. Allan, E. Mow Fung, P. A. Dixon, C. S. Rossetti, F. K. Mody and D. Fritz.

An honorarium was granted to the Hon. Treasurer, the amount being \$200. A similar sum was voted to the Hon. Secretary.

LOCAL PING PONG.

COLONY'S LADIES CHAMPIONSHIP FINAL.

The final of the Colony's Ladies Championship Tournament will be played off this Saturday evening at 7.30 p.m. in the Hongkong University Union, when Miss Wong Sul-lan (Chung Shan Ladies Athletic Association) will meet Miss Wong Yuen-ling (Rhenish Athletic Club).

Subsequently, Miss Violet Ng Ting-ting, an eminent Chinese writer, will give away the prizes to the successful players in the League and Singles matches of the Colony this year.

V.R.C. AQUATICS.

220 YARDS CHAMPIONSHIP WON BY 2/5TH SECOND.

Further Hongkong swimming championships were decided at the V.R.C. yesterday evening, when D. Lyon won the 220 yards from J. R. Johnston by two fifths of a second, and Wan Kwong-ting came first in the 100 yards breast stroke championship.

The honour of being the 220 yards champion has fallen to Lyon since 1924 inclusive, with the exception of 1925 when he lost with A. May. In 1924 Lyon won with the time of 2 mins. 35 1/5ths seconds. There was a dead heat between Lyon and May in the following year, both finishing in 2 mins. 40 secs. In 1925 Lyon's time was 2 mins. 38 2/5ths secs., while last year he reduced that to 2 mins. 37 secs.

220 Yards Race.
Three competitors lined up for the 220 yards championship, the third man being L. Roza Pereira. At the start Johnston was leading slightly, with Pereira second and Lyon third, the lead being almost negligible. In the third length Lyon fell a little further behind, the order being kept by Johnston just in front until the fifth length. After turning for the fifth, however, Lyon obtained a small lead, with Johnston lying second and Pereira third. In the last dash Johnston reduced Lyon's lead, but the latter passed the line first.

The results and times were—1. D. Lyon, 2 mins. 37 2/5ths secs. 2. J. R. Johnston, 2 mins. 38 4/5ths secs. 3. L. Roza Pereira, 2 mins. 40 secs.

Competitors for the 100 yards breast stroke were Wan Kwong-ting, Lo G. Hin, Yeung Yuen-wah, H. M. Remedios and W. Foralita. Wan Kwong-ting took a slight lead from the start, with Lo G. Hin second, and the remaining three practically level. Wan gradually increased his lead, while as the race progressed, Yeung Yuen-wah left the rest to all third position. The three leaders finished in this order.

Results and times.—1. Wan Kwong-ting, 78 2/5ths secs. 2. Lo G. Hin, 80 secs. 3. Yeung Yuen-wah, 83 secs.

To-morrow's Events.
Events which are down for decision this afternoon, commencing at half past two are:—quarter mile championship, 100 yards ladies' championship, 100 yards boys (under 15) championship, 100 yards team race (six a side), High dive, and 150 yards handicap for members.

Sunday's events include the long plunge, throwing the pole ball and 100 yards consolation race.

LOCAL CRICKET.

VENUE OF MATCH CHANGED.

The League match between I.R.C. 2nd, and Police R.C. will be played at Sookunpoo to-day and not at Happy Valley as was arranged.

POST OFFICE NOTICE

From	Per	Due
Europe via Negapatam, (letters only)	Sui Sang	October 20.
London 20th September)		
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia	Proa. Polk	October 20.
Shanghai and Swatow	Soochow	October 20.
Europe via Negapatam, (papers only)	Karmala	October 21.
London, 20th September, and parcels 13th September)	Empress of Russia	October 21.
Manila	Canara	October 21.
Straits	President Pierce	October 22.
Manila	President Jackson	October 22.
U.S.A., Honolulu, Japan, and Shanghai	Paul Leat	October 23.
Straits	Kitano Maru	October 23.
Japan	Aki Maru	October 23.
U.S.A., Honolulu Japan and Shanghai	Tenyo Maru	October 23.

For	Per	Date and Time.
Bangkok via Swatow	Kiangou	Sun., Oct. 21, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Oct. 21, 9 a.m.
Shanghai, Japan and Europe via Siberia	Karmala	Sun., Oct. 21, 9 a.m.
Straits and Calcutta	Kulsang	Mon., Oct. 22, noon
Swatow	Hydrangea	Mon., Oct. 22, 2.30 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco	President Pierce	Mon., Oct. 22, 3 p.m.
	Parcels	Mon., Oct. 22, 4.15 p.m.
	Reg.	Mon., Oct. 22, 5 p.m.
	Letters	Mon., Oct. 22, 5 p.m.
	(Due San Francisco 14th Nov.)	
Shanghai	President Pierce	Mon., Oct. 22, 6 p.m.
Shanghai and Europe via Siberia	Paul Leat	Tues., Oct. 23, 12.30 p.m.
Swatow, Amoy and Poochow	Hai Ching	Tues., Oct. 23, 1 p.m.
Singapore, Straits, Ceylon, India, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Sphinx	Tues., Oct. 23, 1 p.m.
	Registration	Tues., Oct. 23, 1 p.m.
	Letters	Tues., Oct. 23, 1 p.m.
	G. P. O.	Tues., Oct. 23, 1.45 p.m.
	Registration	Tues., Oct. 23, 2.30 p.m.
	Letters	Tues., Oct. 23, 2.30 p.m.
	(Due Marseilles 6th November.)	

*Correspondence bearing vessel's name only.

CANTON TENNIS LEAGUE.

HOW THE TEAMS NOW STAND.

Another round of the Canton Tennis League has been played off during the past week, and the stands of the various teams are now as follows:

	P.	W.	L.	Pts.
Canton Dragons	4	20	0	20
Lingnam C. (Faculty)	4	20	0	20
Shameen A.	5	18	7	18
Japanese A.	4	18	2	18
Japanese B.	5	18	7	18
Lingnam A. (Students)	4	17	8	17
Tungshan Garden Club (German Club)	5	14	11	14
Canton Tigers	5	10	15	10
Lingnam B. (Students)	4	8	12	8
Shameen B.	5	7	18	7
Mr. G. W. Green's Team	5	7	18	7
Returned Students	4	1	19	1
Shameen C.	5	1	24	1
Shameen D.	5	1	24	1

The next round of the League will be played off to-morrow, Saturday 20th, weather permitting.

A Cash Sweep on the final results of the League has just been organised by the Shameen Lawn Tennis Club. There are 2,000 tickets at \$1 each, of which 20% will go to the Club and the remainder be divided as follows:—1st prize 60%, 2nd prize 20% 3rd prize 10%. Drawers of unplaced teams will divide 10%. The sweep will be drawn in the Canton Club on November 30.—Our Own Correspondent.

THE HOCKEY CLUB.

TEAMS FOR THE THREE GAMES NEXT WEEK.

The following will represent the first eleven of the Hongkong Hockey Club in their match with the Queen's Regiment on the U.S.R.C. ground on Wednesday next at 6 p.m.—A. C. Howell, O. E. C. Maron, W. Woodward, A. A. Dand (captain), J. R. Mitchell, J. E. Noronha, H. Owen Hughes, R. K. Valentine, Divelt, C. C. Francis and G. R. Vallack.

The second eleven to meet the Y.M.C.A. at King's Park on Monday at 5 p.m. will be—K. M. Tat, R. R. Todd, L. F. Nicholson (captain), I. W. Sheehan, L. A. R. Duncan, Roy, N. Evans, J. A. L. Plummer, Major J. P. Greig, W. A. Nowers, L. A. C. Calthorpe and E. B. West.

The following have been chosen to represent the "A" team of the Hongkong Hockey Club in their match with the Beccolo second on Friday next at King's Park at 8 p.m.—R. W. Sapsed, E. R. Robinson, A. J. Ashby, T. Whitely, A. C. Howell, T. P. Saunderson, F. E. G. Munn (captain), R. D. Beaumont, H. V. Parker, V. M. L. Stanton, and E. C. Fincher.

Win for Club "A."
The "A" team of the Hongkong Hockey Club met the University second eleven at King's Park yesterday and won by six goals to four. Eight goals were scored in the second half, the score at the interval being one all.

Seven heasts owned by Mr. Moore, a local farmer, were killed by a flash of lightning during a storm at Loughborough recently.

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— SCHEDULE —

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"Colombo"	6th	Bombay	9th
"Bombay"	9th	Plymouth	24th

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SPHINX.....	23rd Oct.	PAUL LEON.....	23rd Oct.
G. METZINGER.....	6th Nov.	ANDRE LEBON.....	7th Nov.
PAUL LEON.....	20th Nov.	CHENONCEAUX.....	21st Nov.
ANDRE LEBON.....	4th Dec.	PORTHOS.....	5th Dec.
CHENONCEAUX.....	18th Dec.	ATHOS II.....	19th Dec.
PORTHOS.....	1st Jan.	D'ARTAGNAN.....	2nd Jan.
ATHOS II.....	15th Jan.	SPHINX.....	16th Jan.
D'ARTAGNAN.....	29th Jan.	G. METZINGER.....	30th Jan.
SPHINX.....	12th Feb.	PAUL LEON.....	13th Feb.

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FAMINE RELIEF
WORKS.COUNCIL APPROVE SUN FO'S
AGREEMENT.

Shanghai, Oct. 19.
The Kuo Min News Agency reports that it is understood that the State Council has approved the tentative agreement signed by Sun Fo in America with the China Famine Relief Society for a loan of \$50,000,000 for the sole purpose of opening a canal from Tientsin on the Tientsin railway, about 20 miles south of Tientsin to the coast, terminating at Haikow. It adds that the construction of the canal will give employment to about 150,000 famine refugees from the north.

It goes on to say that the State Council is also understood to have instructed Mr. Frank Lee, the new Chinese Minister to Mexico, to negotiate with the same society for another loan of the same amount for the purpose of river conservancy work and road building in the famine-stricken districts of Honan, Shensi and Kansu.

The foregoing lets the cat out of the bag in regard to Sun Fo's statement.—Reuter.

[Mr. Sun Fo, in an interview with Reuter on the 9th inst., emphatically denied reports that the National Government would not welcome foreign capital for the development of Chinese industries and commerce. He declared that crippled by years of internecine strife China needed capital to build up the State and looked to European and American financial interests to assist the gigantic reconstruction programme. He said the time was not ripe to reveal the results of his conversations with American financiers.]

RAID ON PIRATE
ISLAND.MEN FLEE ON POLICE
APPROACH.

A lonely island situated within British waters and believed to have been long a notorious pirate rendezvous from which a number of daring outrages on local fishing vessels were carried out recently, was raided by a large party of armed police from a launch in the early hours of yesterday morning. The operation occurred as a sequel to the two pirates in the early part of the week in which a number of the victims were killed in cold blood.

Matters came to a head on Wednesday when, following the occurrence of a pirate raid on the second pier, Inspector Lane led here with a party of police for the scene, going by way of Cheungchau. The result of his efforts was a raid carried out on an island stated to be within an hour's steam from Cheungchau. The party landed from a Water Police launch and surrounded a village. Although they were prepared for armed resistance, nothing but silence greeted the raiders as they approached the houses. All the men-folk had fled from the village, leaving only a few old women behind.

A revolver and several rounds of ammunition were taken from one hut, and it appears also that the expedition was not without a tragic result. When the party returned yesterday afternoon they brought the dead body of an islander who died, in circumstances which are not revealed. The only information obtained in this connection so far is that the man was not shot by the police.

AERIAL DISASTER.

AMERICAN BANKERS KILLED
ON SIGHTSEEING TRIP.

Atlantic City, Oct. 19.

A party of bankers attending the convention of the Investment Bankers' Corporation were taken on a sightseeing trip over the city in a Junkers monoplane when the machine suddenly nosedived from a height of 600 feet and two passengers were fatally, and five others seriously injured. The wives of the former saw the tragedy, the cause of which is unknown.

The manager believes that a passenger crawled from the cabin into the relief pilot's cockpit and got panicky when the pilot executed a wingover and froze on to the controls. The pilot, while being taken to hospital kept shouting "Get him away from those controls."—Reuter's American Service.

GIRLS MORE SERIOUS
MINDED.MISS ISHREL MACDONALD ON
THE NEW VOTERS.

Miss Ishrel MacDonald, eldest daughter of Mr. Ramsay MacDonald, speaking at a women's Labour conference at Northampton, said that though women were trembling at their new responsibilities she felt they would do their work as citizens very well.

They would not be ideal citizens straight away, and some would not vote at once. Education was needed, and she thought that eventually young women would be more enthusiastic than young men, as they were more serious minded.

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FIGHT FOR A ROOM.

A COMEDY OF CONGESTION
AT MOSCOW.

No. 6, Saltikovsky-street, Moscow, has seen a prolonged pitched battle for what is probably the most precious of earthly possessions in the overcrowded Moscow of to-day—a free room. There were two claimants for the vacant room, the worker Ponomarev and the factory manager Dyanov. Ponomarev's need was greater, since he lived in a barracks with his wife and sister and small children; and as soon as the room was vacant he took possession by moving into it with his belongings.

The factory manager, however, was by no means disposed to relinquish the room without a struggle, and armed with the majesty of his office, he enlisted in his service the commandant of the house, the president of the factory committee, and three policemen. With their aid he turned Ponomarev, with part of his belongings, out of the room; but the latter, making use of a convenient chimney, returned and spent the night there. Then he went off to the Workers' and Peasants' Inspection, a bureau of government control, to appeal against the arbitrary action of Dyanov.

The factory manager, on learning of Ponomarev's action, called in the fire department, broke down the locked door, threw out the remainder of Ponomarev's possessions, and demolished the chimney. Then he placed a huge lock on the door and retired, feeling that his title had been vindicated. The inhabitants of the house are waiting eagerly to see whether Ponomarev can undertake a counter-offensive with the aid of the Workers' and Peasants' Inspection. In the meantime, as happens all too often when housing space is the rage of battle in Moscow, the room is locked and barred; and each party to the dispute has merely the negative satisfaction of keeping his rival out.

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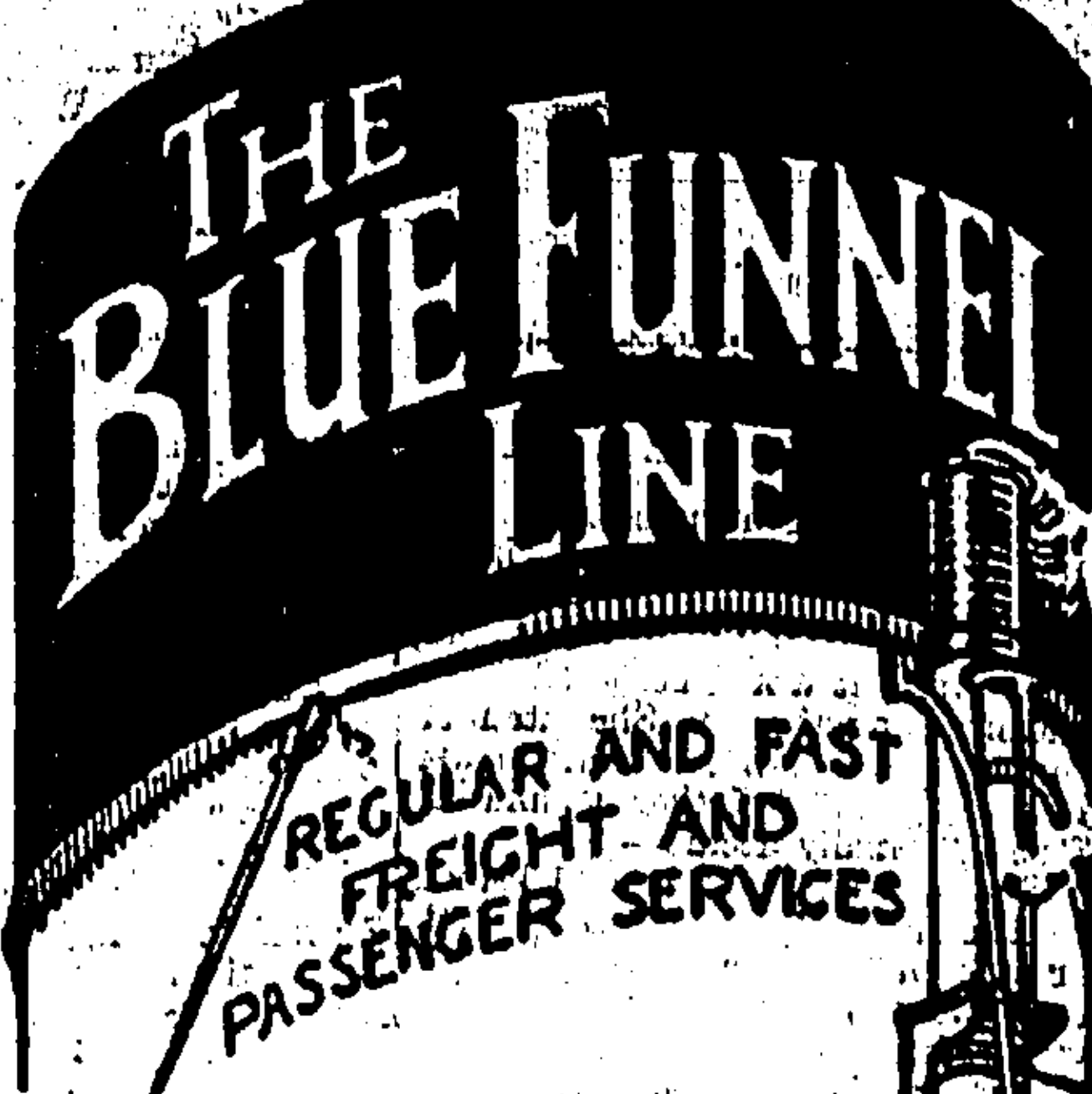
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President Grant	...	Tuesday, Nov. 27th
President Cleveland	...	Tuesday, Dec. 11th

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President Adams	...	Sunday, Nov. 4th, 8 a.m.
President Garfield	...	Sunday, Nov. 18th, 8 a.m.
President Harrison	...	Sunday, Dec. 2nd, 8 a.m.

To Manila

President Polk	...	Oct. 21st, 8 a.m.
President Jackson	...	Oct. 28th, 6 p.m.
President Taft	...	Oct. 27th, 6 p.m.
President Adams	...	Nov. 4th, 8 a.m.

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WATER POLICE RESCUE
KIDNAPPED PERSONS.

Shanghai, Oct. 19.
There has been a recrudescence of brigandage and kidnapping in the vicinity of Soochow and Taihu.

Eighty miles westward of Shanghai, in a recent encounter with the Water Police, kidnapping three days, several policemen were wounded. Eventually the outlaw band, abandoning four kidnapped persons, while the police subsequently discovered five kidnapped men and boys.—Reuter.

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TO SHANGHAI via AMOY	Suisang.	Sun. 21st Oct at 7 a.m.
TO OSAMA via AMOY, MOJI & KOBE	Kumsang.	Satur. 27th Oct at 7 a.m.
TO OSAMA via AMOY, SHANGHAI, MOJI & KOBE	Yunsang.	Satur. 3rd Nov at 7 a.m.
TO STRAITS & CALCUTTA	Kutsang.	Mon. 22nd Oct at 3 p.m.
TO SANDAKAN	Hinsang. Mausang.	Wed. 31st Oct at noon. Thurs. 15th Nov at 3 p.m.
TO CANTON	Kwongsang.	Mon. 22nd Oct at 11 p.m.
TO TIENTSIN	Cheongching.	Satur. 27th Oct at noon.

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Motor Vessel "GLENBEG" (Via Oran)	14th Nov.
Steamship "GLENIFFER"	9th Jan.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSK.	
Motor Vessel "GLENBEG"	27th Oct.
Steamship "PEMBROKESHIRE"	12th Nov.
Steamship "GLENIFFER"	25th Nov.
Steamship "CARMARTHENSIRE"	12th Dec.

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TAIPING	4th January	11th January
CHANGTE	8th February	15th February

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HONGKONG—MACAO LINE.

FROM HONGKONG. FROM MACAO.
8.00 a.m. "SUI AN" from Wing Lok Wharf | 8.00 a.m. "WING ON"
3.00 p.m. "WING ON" from Wing Lok Wharf | 2.00 p.m. "SUI AN"
(Sunday excepted)

Notice:—Commencing Monday 22nd October and until further notice sailings will be as follows.

FROM HONGKONG. FROM MACAO
3.00 p.m. "WING ON" (Sun. excepted) 8.00 a.m. "WING ON"
EXCURSION TO MACAO.
ON SUNDAY, 21st OCTOBER.
S. S. "SUI AN"

will depart from the Company's Wing Lok St. Wharf at 9.00 a.m. and from Macao at 4.00 p.m.

RETURN SALOON PASSAGE FARE: \$5.00

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

BANISHEES.

BIRCH FOR TWO CHINESE WHO RETURNED.

Arrested on a charge of larceny of cooking utensils from a house, a Chinese was also before Mr. W. Schofield yesterday at the Kowloon Magistracy on a charge of returning from banishment.

The defendant was stated to have been sentenced to three weeks' hard labour for stealing in 1925, with a further sentence of two months some short time after his discharge from gaol. The following year he was arrested for being in possession of an instrument fit for an unlawful purpose and received a term of three months' hard labour.

Yesterday his Worship sentenced the defendant to eight months' hard labour and 15 strokes of the birch on the charge of returning from banishment and a further two months on the larceny charge.

Another Case.

In another case of a Chinese who returned from banishment, it was stated that in one year the defendant committed no less than four offences. He first received ten strokes for stealing and was then sent to prison for six weeks on a similar charge. After having been sentenced to two months for "intent to commit a felony" he received a sentence of six months for stealing.

Defendant was sentenced to eight months' hard labour and 15 strokes of the birch.

JURY DISAGREES.

ROBBERY OF WOMAN NOT PROVED.

The jury who were sitting at the Criminal Session before the Chief Justice (Sir Henry Gollan) to try a man and two girls in connexion with charges arising out of the assault and robbery of a professional Chinese joss woman, disagreed when considering their verdict yesterday. Six jurymen decided for an acquittal while the seventh considered that the prisoners were guilty. A majority of five being sufficient, according to the ordinance, the prisoners were discharged.

The girls were as his Lordship summed up, and when the verdict was delivered one of them, Tong Sin, had to be assisted from the dock.

The charges were preferred against Yeung Kau, Tong Sin and Wong Mei. The two girls were alleged to have decoyed the complainant, who is a relative of Tong Sin, to a lonely spot on the hillside about the Castle Peak Road, where she was assaulted and robbed by three men, one of whom was identified as the male prisoner. He was charged with assault and robbery, the girls being charged with aiding and abetting.

Story for Defence.

All three prisoners elected to tell their story on oath and called witnesses. The defence, as presented by the prisoners, was to the effect that on August 19 the complainant called at the house of Tong Sin and asked her to go to Castle Peak. Tong Sin replied that as she was working she had no time.

On August 22, however, at seven o'clock in the morning, the complainant again called and asked Tong Sin to go. She then replied that she would go if the weather was fine. The complainant went away and returned two hours later. There were then also present Wong Mei (third prisoner) and Cheung Tui-kam. The complainant asked them all to go but Tong Sin said she must first inform her mother. To that the complainant replied there was no need to do so.

They all went to the Chung Mei garage, Mongkok, and boarded a bus which took them to Lai-chikok. Here they left the bus. The complainant started to walk to Castle Peak and the girls followed.

Serious Suggestion.

After about three hours the complainant urged the girls to become prostitutes, saying that they would have nice clothes. Tong Sin was told that she would not need to tell her mother. Because of the girls' refusal a quarrel ensued which lasted for about 35 minutes.

During the quarrel the three men, including the male prisoner, appeared on the scene. After learning what the quarrel was about they remonstrated with the complainant who attacked them, hitting one man with her umbrella. The men struck her several times in return. The male prisoner stated that he tried to pacify his comrades.

The men eventually left, going in the direction of Mongkok, when

DAYLIGHT BURGLARY.

MAN WHO CUT HOLE IN DOOR OF HOUSE.

With two previous convictions against him a Chinese who was charged before Mr. W. Schofield at the Kowloon Magistracy yesterday with breaking and entering a house in Canton Road and stealing several articles of clothing, was sentenced to six months' hard labour.

The defendant, according to Sergeant Mottram, was arrested on Wednesday afternoon with the stolen articles in his possession. Enquiries were made and it was revealed that they had been stolen from a house in Canton Road. Admittance had been gained by the defendant sometime during the latter part of the morning, by cutting a hole in the back door sufficiently large to insert an instrument and thus push back the bolt.

Once inside the back yard the defendant was alleged to have taken a pane of glass from the door leading to the house itself and by inserting his hand removed the catch.

As stated sentence of six months' hard labour was imposed.

The complainant threatened the girls by saying, "Look out, you will get ten years imprisonment."

In summing up, his Lordship pointed out that the case was of a very serious nature, especially when it was remembered that the prisoners were so young. According to Chinese reckoning, the man, Yeung Kau, and the girl, Tong Sin, were both 20 years of age, while Wong Mei was 23. European reckoning would give the ages as 19, 19, and 22 respectively.

Responsible for Actions.

Although they were young, they had reached a stage in life when they were responsible for their own actions. The jury should consider the case particularly carefully because their responsibility was so much greater in view of the prisoners' ages.

His Lordship also commented on the incident when passengers riding in a public motor car would not allow the driver to give the complainant a lift when she was walking along the road after the alleged attack. His Lordship commented that those passengers ought to be ashamed of themselves for refusing to give a lift to a person who had obviously been the victim of violence.

Remarking on the defence, Sir Henry Gollan commented it was a remarkable thing that Tong Sin's aunt should try and induce the girls to become prostitutes. Unfortunately, however, such things did occur in life.

Jury Disagree.

The jury retired at 5.35 p.m., and returned after a quarter of an hour. The foreman stated that the jury disagreed, six of the jurymen finding the prisoners "not guilty" and the seventh finding the charges proved.

On reference to the ordinance it was found that a majority of five was required and the prisoners were accordingly discharged.

CONSIGNEES' NOTICE.

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Goods not cleared by the 27th October, 1928, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 20th October, 1928, at 10 a.m. by Messrs. Goddard & Douglas, Hongkong.

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Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

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No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th October, will be subject to rent.

The 24th October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th November, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th, October, 1928.

JEHOL SITUATION.

MANCHURIA GIVES SUPPORT TO TAN YU-LIN.

Peking, Oct. 19.

According to the vernacular papers Chang Haueh-fang has placed himself further behind Tang Yu-lin by recommending the Nanking Government to appoint Tang Yu-lin as chairman of the Jehol Government and Tang's leading homecoming to other posts therein.

Tang Yu-lin has formed a government including these officers without waiting for Nanking's reply.—Reuter.

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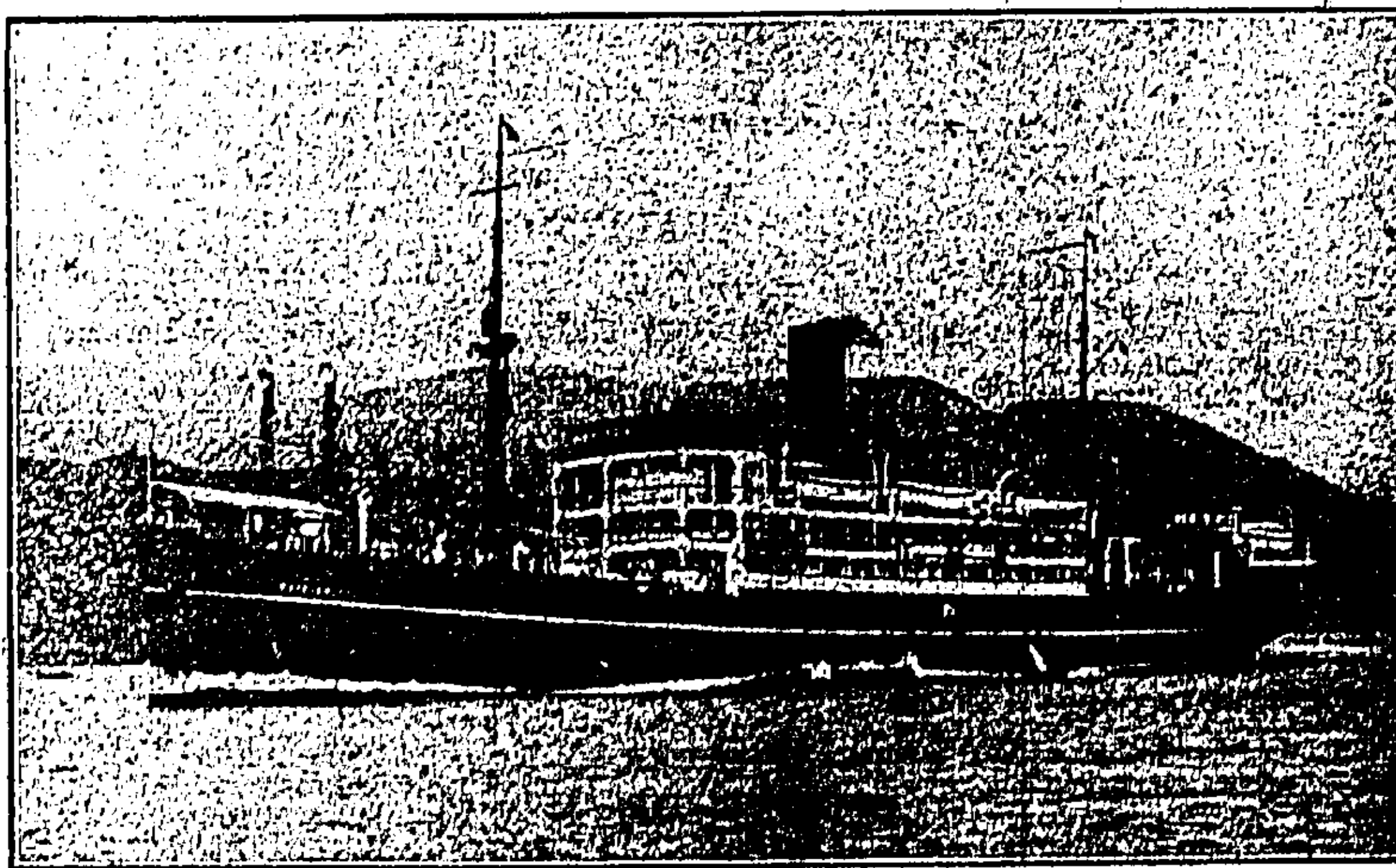
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Hakodate Maru ... Saturday, 27th Oct

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Hongkong.

MISS TOBIN NOT YET RELEASED.

BANDITS WANT MONEY FOR "EXPENSES."

IN GOOD HEALTH.

No news is yet to hand of the release of Miss Tobin, the British lady missionary who was captured by Kwangsi bandits last month, and whose release was expected two days ago.

News from Bishop Holden on the day before the expected release stated that three representatives of the brigands had visited the Chiung magistrate's militia captain at the village about thirty miles from Saam-Chung, in the vicinity of which place it is believed Miss Tobin is held. They demanded that all the soldiers should be withdrawn, and that their "expenses" should be met. No sum was named and the magistrate promised to treat along these lines if Miss Tobin were released without delay.

The brigands' men promised to return with a definite answer in one or two days and they were asked to take back to Miss Tobin two tins of milk which the magistrate had among others. They averred that she was well in health, but of course would give no indication of her dwelling. The magistrate, however, said that he had had them shadowed by some of his own spies.

On Wednesday, Bishop Holden sent to the magistrate two parcels of food and clothing for him to send to Miss Tobin. It was then felt that the negotiations might possibly be protracted, but it did seem as if there were definite hopes of Miss Tobin's release at no distant date.

ARMISTICE DAY.

CELEBRATIONS AT HOME AND IN HONGKONG.

We are officially informed that His Majesty has approved that the arrangements for the observance of Armistice Day should be on November 11th on the same lines as last year. Permission is also given for the broadcasting of the Cenotaph service.

It is understood that the Very Reverend the Dean of St. John's Cathedral is preparing to have Matins on November 11th at 9.45 a.m. finishing at about 10.30 in order to give ample time to all those attending the service at the Cathedral to be in position near the Cenotaph before the arrival of His Excellency the Officer Administering the Government, and further, that the Dean is proposing to communicate direct with the various bodies who generally apply for special representation at the Cenotaph with a view to allotting them a certain number of seats at the Cathedral service.

It is proposed to allot special seats in the Cathedral to members of the Executive and Legislative Councils and to the Consular Body.

EXTRADITION CASE.

FUGITIVE HANDED OVER TO CANTON.

Tsang Yu, who, it will be remembered, was committed to gaol on September 25, to await the order of His Excellency the Officer Administering the Government, was handed over to the Canton authorities on Thursday last, being taken to Canton on the s.s. Tung On.

It was revealed in the case against Tsang Yu at the Central Magistracy that the fugitive was one of a party of armed bandits who raided the village of Pak Fong on July 5, and carried away nine boys from a school. Later, the head of one of the captives was cut off and was returned to the village, stuck on a pole. This was part of the bandits' scheme to warn the inhabitants of the consequences of failing to pay the ransoms demanded.

THE ANGLO-PERSIAN DIVIDEND.

HUGE SUM CARRIED FORWARD.

London, Oct. 19. The Directors of the Anglo-Persian Oil Company have decided to recommend, at the annual meeting to be held on November 6th the payment of a dividend of 7½ per cent. on ordinary shares, less tax, for the year ended March 31st, 1928, and to carry forward \$2,224,206.—*Reuter*.

A report has been made to the police to the effect that five blocks of tin foil valued at \$500 have been stolen from the Hop Yick Company of Whittfield.

IMPORTANT CABLE BUILDING.

TELEGRAPH CENTRALISATION ALONG THAMESIDE.

NEW "EASTERN" SITE.

London, Oct. 19.

The Eastern Telegraph Company announce that they have secured an important site on the Thames Embankment, now occupied by the Tramways Department of the London County Council, at one time the Education Office, and before that, the premises of the London School Board.

It is proposed to demolish the present building and to erect on the site another, specially designed to meet the requirements of overseas telegraph communication.

It will be built on a magnificent scale and will house the Eastern and Associated Companies, the Marconi Company, the Pacific Cable Company and West Indies undertakings, and the Government Beam Wireless.

This important step is taken in recognition of the fact that the highest possible efficiency can only be attained by centralisation.

It is anticipated that the elevation of the new building will add dignity to London's beautiful waterside thoroughfare. It is possible that Electric House and Marconi House will find their way into the market as neither will be required any longer for present purposes.

It is understood that the purchase price of the new site was £310,000, while the cost of the new building to be erected will probably be round about £500,000.—*Reuter*.

ATLANTIC FLIGHT.

NO NEWS OF MACDONALD.

Up to the time of going to press, there is no news of Lieut. Comdr. MacDonald, who two days ago set out on a flight across the Atlantic in a small Moth aeroplane. The following message was received last night:

The aerodromes at Croydon and Stagline were brilliantly lit all night long while the staffs kept a vain watch for signs of Lieut. Comdr. MacDonald. Anxious grew greater at four o'clock in the morning when it was realised that the airman's petrol supply was most likely exhausted.

The only news of Lieut. Comdr. MacDonald's whereabouts since he set out on his flight is a report that he was seen by a Dutch steamer at 12.30 yesterday morning at a spot 600 miles from the point of his departure.—*Reuter*.

JAPAN AND CHINA.

INFORMAL CONVERSATIONS CONTINUE.

Shanghai, Oct. 19.

Outstanding Sino-Japanese problems have been discussed at some length between Dr. C. T. Wang, the Nanking Foreign Minister, and the Japanese Consul-General in Shanghai, Mr. Yada.

Nanking reports state that to-day unofficial conversations and views were exchanged between Mr. Yada and Dr. Wang, principally on the tariff issues and the Nanking incident settlement.

Regarding the settlement of the Tsinanfu incident, it is alleged that Mr. Yada has expressed the view that at present the Japanese Government is not likely to consent to the Nationalist proposal demanding the complete evacuation of all Japanese troops from Shantung. Mr. Yada is returning to Shanghai to-morrow.

FRENCH TRADE.

IMPORTS SHOW MARKED INCREASE.

Paris, Oct. 19.

French imports for the first nine months of 1928 totalled Frs. 28,768,000,000, showing an increase of Frs. 328,000,000 compared with the same period last year.

Exports totalled Frs. 37,551,000,000, being a decrease of Frs. 2,500,000. All figures are approximate.—*Havas*.

FINE WEEK-END.

The forecast till noon to-morrow is:—North-east winds, fresh; fine. The anticyclone is unchanged and fresh to strong monsoon will continue along the coast and over the North China Sea.

Hospital Sunday is being observed at St. John's Cathedral to-morrow. The Rev. H. V. Koop is to preach.

THE SOMME BATTLE RECALLED.

CROSS AT HISTORIC SPOT TO BE DEDICATED.

GALLANT GUARDSMEN.

London, Oct. 19.

Next Sunday a moving little ceremony will take place near Les Boeufs on the Somme. A simple granite cross has been erected at the head of a sunken road leading into Lesboeufs replacing the rotting, wooden cross which was put up by the British Guards Division in memory of their comrades after the two great battles on the Somme in 1916.

One hundred and thirty officers and men of the present Guards Division, the Grenadiers, Coldstreamers, Scots, Irish and Welsh, will be drawn up round the cross to assist in its dedication which will be performed by the Reverend Pat. McCormick, Rector of Saint Martin-in-the-Fields, London, who was Senior Chaplain to the Guards Division in 1916.

Major-General Sir Geoffrey Fielding, who commanded the Guards Division in the Somme battles, will be present, also the Earl of Cavan, who commanded the Fourteenth Corps in which the Guards served.

Memories will be recalled of 7,000 Guardsmen who died in the tragic month of September, 1916, in action at Ghinchy and Lesboeufs and of how the Guards, helped for the first time by tanks, stormed forward in progressive assault and of how Colonel John Campbell of the Coldstreamers, led his men with a hunting horn and won the Victoria Cross for great gallantry.—*British Wireless*.

SIR OSWALD MOSLEY'S SECOND THOUGHTS.

BARONETCY "NOT WORTH GIVING UP."

Nice, Sept. 22.

"I intend to retain the title; it's not worth giving it up, because titles nowadays don't count for anything," declared Sir Oswald Mosley, the well-known Labour M.P., in an interview here to-day. Sir Oswald has just succeeded to the title as sixth Baronet on the death of his father yesterday, and the foregoing answers the question that has been discussed whether, in view of the views he and Lady Cynthia Mosley have expressed on the subject of titles, he would consent to the use of the "Sir."

The new Baronet, who is leaving the Riviera to return to England, further said that he intended to continue his work as an M.P.

Mr. Mosley, writing on April 12, 1926, in the *Daily Herald*, said: "I stated long ago, in answer to a question when I first joined the Labour Party, that on the death of my father I would renounce the title I should then acquire. I was informed that it was impossible legally to renounce a title, but it will be quite easy not to be addressed by it."

MR. HOOVER'S POSITION DOUBTFUL.

RECORDS OF TRANSVAAL ELECTION DESTROYED.

Johannesburg, Oct. 19.

It is impossible positively to disprove the allegation that Mr. Hoover, the American presidential candidate, voted in the Transvaal election years ago.

The Secretary to the Mayor has replied to the query from New York that all records of the Municipal Election of the time mentioned were destroyed long ago.—*Reuter*.

BELGIAN PRINCE TO VISIT EAST?

PLANNING TOUR OF DUTCH EAST INDIES.

Brussels, Oct. 19.

Prince Leopold of Belgium is reported to be contemplating a voyage to the Dutch East Indies shortly for the purposes of study.—*Reuter*.

A Chinese farmer, who bought a cow for \$31 from a stranger at the cross-roads at Panning at 11 o'clock yesterday, had to hand the animal back, half an hour later, to the rightful owner. The purchaser was shown sufficient proof that the animal was only stolen a few minutes before it was sold. The police have been notified.

REX INGRAM'S Production

The GARDEN OF ALLAH

with ALICE TERRY and IVAN PETROVICH



A GREAT novel and stage success, this powerful story by Robert Hichens is transferred to the screen in a wealth of Oriental colour!

NEVER such a story of love and temptation!

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20

BUSTER'S HAPPIEST COMEDY!

A THOUSAND and one laughs in a delightful story concerning a bookworm who takes up sport at college to win the girl he loves!



A United Artists Picture.

AT THE **WORLD** FINAL SHOWINGS TO-DAY

Orchestra 5.15 & 9.20.

Interpretor 2.30 & 7.15.

FUN, FASHION AND FOLLY!

A DAZZLING COMEDY-DRAMA of Palm Beach Society, with Gloria Swanson at her very best!

Gloria Swanson IN THE COAST OF FOLLY



Directed by Allan Dwan.

AT THE **STAR** FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15.